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THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1908.

NOTICE TO CORRESPONDENTS.
Our communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HON. HONG, MAY 29TH, 1908

THE English newspapers, as might be expected, have been busily discussing Sir ROBERT HART. Most of them, knowing a little, are simply laudatory; others, knowing a little too much, seem hard put to it to qualify their praise without seeming ungracious. The frankly eulogistic as usual go to unwarranted extremes and suggest perfection; Sir ROBERT HART was "a man among men," strong and strenuous beyond the normal; and so on. There is no need to quote them, nor to detract the exaggerations. Sir ROBERT HART deserves more kudos even than he is likely to get, so the balance may adjust itself somehow. Most interest attaches to the comments of the *Times*, which while saying a great deal seems to be struggling to say more than it likes to say. "Though the trusted counsellor of China, he was also regarded by foreign nations, particularly by Great Britain, as a custodian of their rights and privileges." Past intrigues, past grumbles, are skated over thus. "If in the conduct of diplomatic negotiations he sometimes chose to consider that primarily he owed a duty to his Chinese associates, we are not now disposed to criticize him on that account. It was natural and inevitable that the warm sympathy with the Chinese race, which he conceived very early and has never since withheld, should remain the predominant influence in his mind." This is magnanimity of the *de mortuis* order. Sir ROBERT HART's official career is "practically terminated," therefore the *Times* does not care to say all that it feels it could

about a custodian of foreign interests whose pro-Chinese sympathy was "the predominant influence in his mind." Of Sir ROBERT HART, just grappling with his duties at a time as critical as any that has gone before, to say such things is obviously embarrassing. Yet they can be said and they have been said, and the *Times* shows no such shy reluctance as it does in the case of a career, "practically terminated," and therefore safe from harm. Nothing has ever been alleged against the present Inspector-General that is not now hinted by the *Times* against his illustrious predecessor. Even to say so much was unwarranted; what Sir ROBERT HART has done, his critics know; what Sir ROBERT HART may do, they can only guess. Those whose gentlemanly instincts shrink from remembering that there were casual flies in the number of Sir ROBERT HART's record should be gentlemanly enough to deprecate inimical guesses as to the record still in the making, and certainly to deprecate intrigues that have only such guesses for excuse. The *Times* even now congratulates itself that in 1885 Sir ROBERT HART declined "the artless offer" of the Minister-ship at Peking, and it has in mind "the possible consequences" of so pro-Chinese a person occupying such a position. The funny thing is that it sprinkles him with eulogistic adjectives, cataloguing his many virtues and talents, including his "shrewd perception," and yet never dreams of the possibility that in the views it disapproves, its paragon may have been right. It amounts almost to saying that it had implicit faith in his judgment, but that on several occasions he judged unwisely. To say that his "dominant will became supple and pliant" means plainly that a strong man became weak. Although Sir ROBERT HART has been nearly half a century in China, although he is an undoubted authority on things Chinese, and the one man who really understands the people, "with meek acquiescence he sought refuge in certain 'verbal assurances' which gave no guarantee, assurances which few people acquainted with the facts were prepared to accept." After that reference to the superior acumen of the "people acquainted with the facts," we have no option other than to believe that the *Times* considers that Sir ROBERT HART had become a dotard incapable of perceiving facts. Those who have had the privilege of recent communication with him know what a libel that is; his liver may be affected, but his brain most certainly is not. It is still capable of teaching something to the Book Club philosophers. The *Times* article, which is reprinted elsewhere in this issue, need not be further analysed. With the lead we have given, attentive readers will be able to see in it for themselves an example of how far illogical statements and unfair suggestions may be disguised with a gloss of pompous and decent verbiage. The poison is served in milk of human kindness.

The were only nine plague cases yesterday making 486 to date.

The local branch of the Nederlandsche Handel-Maatschappij, (Netherlands Trading Society) is in receipt of telegraphic information that a dividend of eight per cent has been declared by this Bank for the year 1907.

The American Consulate General at Hongkong received the following typhoon warning from the Manila Observatory at 9.45 a.m. yesterday: "May 27th, 7.45 p.m. The typhoon near West Palangtang Channel, moving probably north-eastward."

The "Sada Maru" reports having sighted a floating raft, constructed of two barrels held together by a plank of wood through which a flagstaff had been run, on the journey from Singapore to Hongkong. Captain Anderson, thinking there might be castaways on board, approached the raft but found no signs. It is believed that a flag must have flown originally from the flag staff.

Mr. Charles Carter, the magician who makes his first appearance at the Theatre next Thursday night, is acknowledged wherever he has performed to be a master of his craft. American papers describe him as "utterly beyond rivalry in the realms of magic." "Carter" is described as a student of the occult; his entertainment is weird and all the same time instructive; old tricks he makes new; he fills his performances with the funniest scenes and the most astonishing situations till his audience everywhere console themselves with laughter. What is more "There is nothing obnoxious or from beginning to end in this wonderful magician's entertainment," Miss Abigail Price, the mystic phenomenon, also receives high eulogy in the press notices. The booking arrangements for the performances are in charge of Messrs. Montrose and Co.

It is stated that the negotiations with a French syndicate for a foreign loan for the Kanagatouchi Spinning Company, are progressing. The representative of one of the leading French firms was in Kobe lately in connection with the loan business. This gentleman had several conferences with Mr. Muto, Managing Director of the spinning company, and left Kobe for home on the 15th instant via Siberia, to consult with the French capitalists on the various matters discussed. His definite answer is expected to be received on the 15th of next month.

The Japanese papers report that an officer of the United States cruiser "Rainbow," at present in Yokohama, while on shore dropped a shoulder strap, and the matter was duly reported to the Water Police Station on the 12th instant. On the following day a *sando* named Ishii Genzo brought the strap to the station, having found it in the street. The strap was restored to the officer, who rewarded the *sando* with the sum of ¥2. On his return home, the *sando* discovered that one of the notes was of ¥10 denomination, and he therefore returned to the station, with a request that the note given him by mistake should be returned to the officer. A police officer took the *sando* to the "rainbow," where the note was returned to the officer. The *sando* was suitably rewarded by the officer for his honesty.

Since Bishop Olmsted, of New York, preached his sermon in defence of the "ministerial kiss," that particular brand of osculation has become an institution in America, just as much as the "Waltz Dream" kiss or the "Merry Widow" kiss. New York is considerably agitated about the right or the wrong of it, and amongst those who hold the latter view is Miss Clara Morris, who has some very hard things to say about what she calls the "Tabby-cat Parson" and his kisses. And this is how Miss Morris describes kisses in general:—"There is the monarchical kiss, the courtier's kiss, the fraternal, paternal, and sisterly kiss; the kiss of charity, of pardon, the Judas kiss of betrayal, the kiss of lust, the kiss of love; the melodramatic and the half-mad kiss; the kiss of the 'soul kiss,' on and up to the number of 37. But the kiss with the least right of existence is the bland and unctuous tiddy-cat kiss of a Jesuit and gossiping pastor!"

Heavy damages have been given in New York against a Christian Science healer. Mr. Solomon Telsler, 39 years of age, who has been working in a dyeing establishment, was given a verdict of \$20,000 damages in the Supreme Court, in his suit against Julius Benjamin, a Christian Science healer, whom the plaintiff blamed for the loss of his left leg. Telsler went to Benjamin to be treated for a sore toe. He understood, he testified, that Benjamin was a regular doctor. The inflamed toe got worse, and at the end of three months another doctor, a licensed surgeon, found it necessary to amputate the limb below the knee. Benjamin charged \$3 for the first examination, and \$1 each for the daily visits for two months. Benjamin was listed in the city directory for years as a physician, but in his answer he denied he ever held himself out to be a regular physician, and said the only methods he employed to cure Telsler were those of the Christian Science cult. He believed in the efficacy of prayer, and sought to heal Telsler by praying.

THE TYPHOON.

Yesterday the typhoon having changed direction and proceeded towards the North the signals were taken down. The steamers arriving yesterday reported typhoon experiences.

The "Glenavon," which came in yesterday, reported that from Singapore to the Paracels she experienced moderate to fresh S.W. winds but then encountered full gale (force 10) from W.S.W. with continuous hard squalls of wind and rain. The wind shifted to N.W. and to N. The lowest reading of the barometer was 29.10. In the high and confused sea the steamer rolled and plunged heavily, the decks being continually flooded. From the Paracels to Gap Rock they had a strong northerly wind (force 6).

The failure of the P. & O. steamer "Ariadis" to arrive on Wednesday was creating some uneasiness yesterday morning, but the welcome sound of the mail gun about half past two put an end to all apprehension. She arrived in port about four, thirty-two hours later than she was expected. She also encountered the typhoon and ran for shelter twice.

The "Sado Maru" which left Singapore before the "Ariadis" but was passed by her the same day reports having had bad weather. Captain Anderson said he knew there was a typhoon about and altered his course accordingly.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 27th at 7.10 p.m.—Orders given to hoist No. 2 night signal.
On the 28th at 5.30 a.m.—Black Cone point downwards and Black drum hoist ed, (indicating a typhoon South East of Colony within 300 miles.) At 11.3 a.m. signal lowered.

At 11.50 a.m.—The barometer has fallen quickly over Formosa and the Looch os. It is inclined to rise in the neighbourhood of Hongkong.

The typhoon has recurred. This morning it is moving towards N.E. to the South of Formosa.

High pressure covers N.E. Japan. Strong N.E. wind to gale may be expected in the Formosa Channel and S.E. weather over the N.E. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: N. to W. winds; moderate; fair.
N.E. winds, strong to a gale.
Formosa Channel: N.E. winds, strong to a gale.
South coast of China between Hongkong and Lamooki: fresh.
South coast of China between Hongkong and Hainan: Same as No. 1.

TELEGRAMS.

[REUTERS'S SERVICE.]

CHINA AND JAPAN.

London, May 26th.

Reports from Ussuriak have reached St. Petersburg that 5000 Chinese troops from Kirin have been sent to Chiento because the Japanese are taxing the inhabitants, alleging that Chiento belongs to Korea.

NEW CHINESE RAILWAY LOAN.

London, May 26th.

Subscriptions will shortly be invited to an issue of £1,500,000 Chinese railway bonds bearing interest at 5 per cent and secured by the surplus revenue of the Northern Railway. It is expected that the issue price will be 99.

ITALIAN AMBASSADOR TO JAPAN.

London, May 26th.

Count Botaro de Costa, formerly Secretary of the London Legation has been appointed Italian Ambassador to Japan.

PRESIDENT FALLIERES IN ENGLAND.

London, May 26th.

The King and Queen and President Fallieres visited the Anglo-French exhibition and opened some of the chief buildings amidst cheering crowds.

SUPREME COURT.

Thursday, 28th May.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE.

(Sir FRANCIS PIGOTT.)

THE MULLISIDE MURDER.

The fifth day's hearing of the charge against the three Chinese for the triple murder at Shatin in December 1906 was commenced.

The Hon. Dr. Ho Kai concluded his address on behalf of the prisoners.

The Attorney-General advised the jury to treat the alibi with caution and indicated that certain witnesses for the defence were untrustworthy. He submitted that the prosecution had made out their case.

The Chief Justice then summed up. The jury returned with a unanimous verdict of guilty against the three prisoners.

Dr. Ho Kai then rose and said—I make a motion in arrest of judgment upon the ground that a piece of material evidence has been omitted—improperly omitted—and that is a piece of evidence concerning the finding of the watch. I suppose your Lordship will appoint a day to hear the motion when the point will be argued. I make the motion under Section 18 of the Criminal Procedure Ordinance, No. 9 of 1899.

His Lordship allowed the motion and said that, in the event of the argument proving unfavourable to their case, sentences would be passed upon the prisoners in accordance with the verdict.

His Lordship told the juryman that their names would be struck off the list for two terms and the fines imposed on those who were late at the beginning of the Session would be remitted.

DEATH OF A WELL-KNOWN ENGINEER.

Mr. William Graham, chief engineer of the N.Y.K. steamer "Yamaguchi-maru," and a forty years resident of Japan, died at Yokohama on May 14th, aged sixty-five. Mr. Graham was taken ill during the voyage from Kobe to Yokohama, and was seized with a paralytic stroke. The *Japan Chronicle* says:—

Mr. William Graham was one of the oldest servants of the Nippon Yusen Kaisha, and was well known and respected in Japan and China ports. He first came to this country about forty years ago as chief engineer on one of the so-called "men-of-war" of the *Yamaguchi* Government, which ships were afterwards converted into merchant vessels running under the control of the Yubin Kisen Kaisha, afterwards transferred to the Mitsui Bussan line. Mr. Graham continued to serve in this capacity until the amalgamation of the Mitsui and the Kyoto lines into the present Nippon Yusen Kaisha.

During his service with the N.Y.K. Mr. Graham trained many junior engineer officers who now occupy important posts afloat and ashore, and he was highly respected as one of the most tentative and faithful of the company's servants. About ten years ago Mr. Graham was presented by the President of the N.Y.K. with the company's special gold medal with a pension attached, as a mark of the company's appreciation of his valuable services. Only two of these medals have been presented to engineers, the other recipient being Mr. McCormick, chief engineer of the "Kasuga-maru." Mr. J. L. Graham, of Messrs. Hoalig & Co., Yokohama, and formerly of Kobe, is a son of the late Mr. William Graham, and he and Mrs. Graham will receive the sympathy of their many friends in Kobe in their bereavement.

We learn from a San Francisco paper that Captain S.S. Sandberg, commander of the Pacific Mail steamer "Kore," was granted a final decree of divorce in Oakland last month from Kathleen V. Sandberg, against whom he made sensational charges. Mrs. Sandberg commenced the divorce action and accused her husband of having treated her in a cruel manner. She alleged he had slapped her in the face and had on one occasion struck her in the ear with sufficient force to break the ear drum. Captain Sandberg filed an answer to the complaint in which he denied cruelty to his wife, except in cases where he had justifiable provocation for treating her without respect. In a cross complaint he alleged she had forgotten her marriage vows and committed indiscretions in Panama, Oakland, and San Francisco. He named Gustave A. Burke, George Meier, A. M. Zimmerman, and Lou M. Fider as co-respondents. The case came to trial and the hearing was sensational in the extreme. Judge Melvin wrote the closing chapter of the action last month when he signed the final decree. He awarded the custody of the minor child to the father and denied the wife's petition for \$150 a month alimony.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on May 28th in the Council Chamber.

PRESENT.

HIS EXCELLENCY THE GOVERNOR, SIR FRANKLIN JOHN DRAKE, LUGARD, K.C.M.G.; C.B., D.S.O.

HIS EXCELLENCY THE OFFICER COMMANDING THE TROOPS, Major General R. G. BROWNE, D.S.O.

Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).

Hon. Mr. W. REES DAVIES (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Commander BASIL R. H. TAYLOR, R.N. (Harbour Master).

Hon. Dr. Ho Kai, M.B., C.M., C.M.G.

Sir HENRY BERKELEY, K.C.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. WEI YUK.

Hon. Mr. H. W. SLADE.

Hon. Mr. MURRAY STEWART.

Hon. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

FINANCIAL.

The COLONIAL SECRETARY, by direction of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 8), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

ADDITIONAL BYE-LAW.

The COLONIAL SECRETARY moved the approval by this Council of the additional bye-law made under section 16 of the Public Health and Buildings Ordinance, 1903 (Ordinance No. 1 of 1903) providing that the administration of salt to cattle in depots in any form whatever be prohibited except with the permission of the Colonial Veterinary Surgeon.

The DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

THE OPINION QUESTION.

Hon. Mr. BREWSTER—I rise to move the resolution of which I have given notice. It is the outcome of the answer made to the questions which I asked at the last meeting of this Council. In making that answer, your Excellency referred to the form in which those questions were put. That reference makes it necessary for me to indicate, in an endeavour to explain the form of those questions, the position occupied in this matter by that section of the community which I have the honour to represent. That I regard as important. The importance of making that position clear must be my excuse for recalling the circumstances in which we stood a fortnight ago. Developments of the opinion question at present being adopted by His Majesty's Government in relation to China had been reported—developments which affected a source of revenue of this Colony, concerning which this Council had no information. In the Press it had been stated that an official announcement had been made in the House of Commons that His Majesty's Government had the intention of issuing forthwith an order for the immediate closure of opium establishments in Hongkong. It was difficult to believe that such an announcement would have been made without previous consultation with the local Government. It was equally difficult to believe that the Colonial Government had been consulted and had given their consent without informing the Council of the fact. But there seemed to be no escape from one or other of these two alternatives. The public was perplexed and inclined to be angry. Hence the somewhat militant note of interrogation then sounding in the air. The questions were in reality asked by the community. I merely drew them up. I drew them up with the primary object of obtaining official information and the secondary intention of displaying a spirit of resistance to the idea that information of the kind required could be, under any circumstances, properly withheld. But I had no wish to strike at any one innocent of participation in what at the time looked like an official conspiracy of silence. To bring out the truth clearly, to fix responsibility sharply, was the sole idea underlying the form in which those questions were put. The answer made was illuminating. It brought out into high relief the fact upon which the first part of my resolution comments. It fixed responsibility with precision, upon the Secretary of State for the Colonies. True, it showed a way out between the alternatives suggested. Notice of the announcement had indeed been given. Yes, less than 24 hours' notice; scarcely enough even to appeal in, much less obtain a hearing. It was made evident that the community had no cause of complaint against the local Government, that on the contrary practicable means had been taken to withstand the pressure so suddenly and inconsiderately exerted by the Home Authorities. It was, I am sure, a relief to the public to be made acquainted with the attitude adopted by Your Excellency in this matter, and to note that it was apparently governed by views coinciding with those held by the leading members of the community. An additional relief might with advantage have been granted earlier, I think, by publishing officially the exact terms of the announcement made in the House of Commons. This course would have saved the Colony from much harassing doubt, due to conflicting reports as to the precise nature of that statement. Some of the telegrams in the newspapers left upon the reader's mind the impression that the orders so suddenly issued were to be as promptly obeyed. Others issued were to be as promptly obeyed. Others left room to hope that the promptness appertained more to the issue of those orders, than to their execution. The telegram from the Secretary of State quoted by your Excellency did not make this point clear. Possibly the telegram which he made it impossible for you to quote was more explicit, but there would have been no reason for keeping that part of it secret.

In any case I think the Colonial Government might have usefully applied for the precise terms and, if necessary, for permission to make them public at this Council table. The members of this Council seem to have equally as good a right as members of Parliament, concerned only, as was wittily remarked by a brilliant correspondent, in the creation of Utopias on the other side of the world. Reticence invites wonder as to whether there is something, either in the announcement or in subsequent communications, which the Secretary of State is anxious to withhold from this Council. Possibly his reticence only shields evidence that he was not quite sure of what he was doing, not quite clear how far it would be possible to fulfil the promise made. If there was nothing of this sort—well, I hope that the signs of a typhoon of protest, gathering locally, may have the effect of inducing him to allow down. That is all we want. We only beg that he will proceed with caution. If he now does that, and can make it appear that we have been making a fuss about nothing, well, it will be nothing new. It is easy to imagine how it will be. The original intention of the order will be modified as a result of the outcry made and then it will be shown how unnecessary the outcry was. In any event, until we know what he is saying and doing, confidence will not be restored and an uneasy feeling will hang over the community and over the deliberations of this Council. For there are others besides myself who would decline the honour of serving on it if matters affecting local revenue are to be settled without so much as the usual courtesy of saying "by your leave." Some hint of this is intended to be conveyed by the second part of the resolution, a perfectly respectful reminder that however unimportant this Council may appear in the eyes of those who sit in the Councils of Empire, the members cannot consent to be treated as though their opinion was of no importance at all. Recognition is due to the great interests of this Colony. Those who in any sense represent those interests cannot agree to see them ignored. Ceylon apparently was treated with more consideration, also Singapore; they were asked their opinions—true, the opinion of Singapore was not waited for, but they were asked. Why not Hongkong? Sir, the community as a whole including the Government has been forced into a most trying position by the action of the Secretary of State. It is not treatment to which we are at all accustomed. It is surely most unusual to conduct the business of State in such fiery haste. This unceremonious promptness compares oddly with the truly wonderful courtesy lately displayed by Lord Elgin in sending out to the local Government the text of a Trade Convention between England and Bulgaria, and asking if they had any objection to its conclusion. Your Excellency referred it on to the Committee of the Chamber of Commerce, asking them if they saw any objection. The Chamber replied that they saw none as they had never heard of any trade between Hongkong and Bulgaria. I have no desire to ridicule the extreme consideration thus shown. I merely suggest a difficulty in accounting on any intelligible principles of statecraft for such curiously contrasted methods of procedure. Some critics deny that statecraft had anything to do with the present peremptory proceeding. They attribute it to electioneering exigencies. They say that the great interests of this Colony have been treated as a mere pawn in the game of party politics. I do not propose to identify myself with that criticism and I particularly wish to dissociate myself from criticism of another kind which finds in the present occasion an excuse for attacking, by a somewhat circuitous route, the constitution of the Colony. There is danger in unrestrained and inconsequent criticism inasmuch as the Home Authorities may possibly say: "We did not consult you because we knew you would resist unreasonably." To resist unreasonably would expose this Colony to a form of danger which does not seem to be sufficiently recognised. There is danger lest justifiable resentment, against an inconsiderate order for the suppression of a source of revenue which has been sanctioned by successive Governments for many years should be misconstrued as an obstinate and selfish disinclination to shape a course in consonance with a policy which, for better or for worse, has been adopted by both parties in the State and which may therefore be represented as commanding itself to the national conscience. However deeply anyone may doubt the accuracy of the political estimate on which that policy is founded; however sceptical anyone may feel as to the results of the efforts at present being made by certain high Chinese officials to eradicate the opium habit; however doubtful anyone may feel that the poppy fields of Szechuan will outlast the doom assigned, no one can withhold respect for the sentiment which has prompted England to come to China's assistance in her avowed intention of suppressing a form of self-indulgence, over-indulgence in which is degrading. Respect for this sentiment does not imply admission that any sense of responsibility for the spread of that vice should weigh upon the national conscience. The shallow view that associates the name of the thing with our first war can be easily controverted. Nevertheless, that view has prevailed so completely over the truth that it may now be regarded as one of the classic lines of history which England seems self-condemned to wear like a shroud. If wrongs of any sort were done in earlier days by England to China, the dragging weight of that lie has simply avenged them upon their successors. Those of their successors who reverse the prophecies must often have groined in spirit over the vision of the English merchant sailing up and down the China Sea with a pistol in one hand and a packet of opium in the other demanding of the unfortunate inhabitants—not in the good old manner of the gentleman of the road, "Your money or your

life," but "Your money and your life." The fantastic absurdity of this kind of misrepresentation renders it all the more difficult to destroy, and, irritated by the idea, one is at times disposed to agree with those who contend that this part of the legacy of the Great Mogul has been a curse. In the desire to be rid of it, I sympathise with the zeal. I envy him his clear view. I cannot adopt it because of the complicated nature of human affairs and because of the complicated problems arising in connection with it. The question is complicated by the fact that our Indian fellow subjects have vast interests which we have allowed to grow up and for whose protection we are responsible, and as a member of this Council I deem it my duty to oppose zealotry in this matter inasmuch as it threatens to invade those principles of consistency and that confidence hitherto existing under British rule and supplying the open secret of its success. I admit sentimental objection to raising revenue from such a source, but unfortunately in this imperfect world it is not possible to order our affairs in conformity with the notions of ideal polity. An ideal polity would preclude many of the ways and means that even the most civilized States and respectable institutions adopt to support themselves. In the present aspect of the time-honoured predicament created by the contest between ideal and real conditions, we find ourselves in a difficulty. In a difficult situation Mr. Asquith has recently said you ought to try and find yourself, if you can, upon some principle that appeals to common sense and common justice. In the hope of discovering some principle I referred again to the "Times" report of the recent great debate on the Licensing Bill. For the second time I read the speech made by the present Prime Minister in introducing it. I found it a rich mine of reasons against the course which he has presumably sanctioned with regard to our opium establishments. I found no single reason in favour of the justice of doing away with them by any instantaneous process. I did not find what I was looking for, but I found this in Mr. Balfour's reply. "The result is going to be that you are not going to diminish the amount of liquor consumed; you are going to transfer the consumption of that liquor from premises over which the Magistrate and the Police have control to premises over which they have no control. That is a deplorable result which certainly will not conduce to temperance." By the simple expedient of altering the word "liquor" to "opium" these words, applied in our case, seem like words of wisdom. The Government will lose a source of revenue in addition to losing control. By giving up control of the consumption you will not make people give it up. As long as the vice is popular its votaries will find a place to practise it in. There is a strong opinion that if you try to prevent the people from smoking opium they will eat it, and if you stop them from getting it to eat that they will take to alcohol. I do not propose to discuss the relative merits of popular poisons. I say nothing as to the comparative value of the opium vice and the drink habit as a relief to the monotony of hard and ceaseless toil, nor yet as to the probable increase of crime and immorality if the latter replaces the former. I do not even propose to discuss the merits of the opium policy of His Majesty's Government in relation to China. The issues do not arise out of the resolution and in any case they have already been decided. But in passing I may perhaps be allowed to say that I wish that more prominence had been given not to the question whether China is sincere but whether she is capable in the matter. Unless a man like Peter the Great arises to create Cosmos out of Chaos, it seems hardly probable that anything effectual will be done. Still China having applied to the British Government, I do not see how any British Minister could have not her appeal without sympathy and with a blank refusal. But though Sir Edward Grey extended his sympathy he did not abandon caution. The contents of the White Book recently issued on the subject contains ample proof of it. The arrangement made between him and the great philosophic Statesman who provides over the troubled destinies of India is admirable in that respect—so admirable that I had hoped that we were to be allowed to participate in it. In that case it would have been no need for violent legislative enactment. Under that agreement the Opium Trade would have died out in Hongkong in ten years if China kept to her part of the bargain. All we had to do was to close down upon it ten per cent per annum concurrently with the Indian reduction. We could, I think, with reason have set up claim to ground the local reduction of our licensed houses upon the principle which justified cautious treatment of the Indian revenue and which applies with equal force to our revenue. It seems to me that a great Crown Colony should not be treated with less consideration than our own greatest dependency in matters affecting internal economy. These, however, all highly controversial matters upon which opinion differs at so many points that for any one man to speak for any number of others is manifestly impossible. I can only claim to speak for that section of the community which I represent by keeping to the clear contention that whether any new development of the opium policy adopted towards China by His Majesty's Ministers are in themselves good, bad, or indifferent, none of them ought to have been made to apply to this Colony without reference to this Council. In this clear contention I lay claim to speak for the commercial community as a whole. I speak with the voice of a community united in protesting against the inconsiderate exercise of arbitrary power. The inconsiderate exercise of arbitrary power is not to be tolerated without challenge even when exercised in the name of the Sovereign people. Englishmen are very ready to repose their trust in despotic formulas, but it is always on the understanding that they shall not be used in a despotic manner. Whenever there is even a show of thus using power there is sure

to be trouble. Every English statesman ought to know this. No English statesman ought to forget it. We in this Colony humbly aspire to remind one of that fact. The voice of Hongkong sounds dimly in London. We realise that only too well. We realise only too well that the voice of this Council can hardly sound at all within the walls of Westminster. But it is our duty to uplift it, hoping against hope, and impelled by a sense of that duty I move:—

"That the Members of this Council view with concern the action of His Majesty's Secretary of State for the Colonies in issuing an order affecting the revenue of Hongkong without having previously given sufficient notice to the Colonial Government to admit of the matter being referred to this Council; and desire to record a protest against any steps being taken to carry out the order announced in Parliament on the 6th instant, until His Majesty's Government shall have been fully informed of the prospective financial effect and before this Council shall have been called upon to consider the methods by which it is proposed to readjust the burden of taxation."

Hon. Dr. Ho Kai—Sir, I rise to second the resolution which has been so eloquently and so ably put to the Council by my hon. friend who has just sat down. I will not follow him in his flight of oratory, for I have neither the ability nor the desire, but I wish most emphatically to associate myself with him and, I hope, with the unofficial members of this Council in maintaining the dignity, the rights and the privileges of this Council—in maintaining the claim that this Council shall be consulted on all matters affecting the finances and the welfare of this fair colony of ours and in maintaining also the right of the public of Hongkong to have some voice in a matter which affects its prosperity and its revenues. Furthermore, I associate myself with my unofficial colleagues in trying to save the colony from serious loss, especially at the present moment when our revenue is on the decline and money is required for important public works, and also in asking to have sufficient time to readjust our finances and the burden of taxation. For these reasons I join most heartily with my unofficial colleagues in the protest contained in this resolution. At the same time I wish it to be understood that I do not support this resolution because I think the closing of the opium dens is a mistake or is undesirable or that the opium farm is a benefit to the colony or is necessary (applause). I think, if you take the opinion, especially of the Chinese community, you will find a great majority will be against the opium farm on account of the great inconveniences and indignities placed upon members of the Chinese community by the searchers. In fact, the opium farm is regarded as a blot on the fair name of this Council and as dragging the otherwise splendid and glorious name of our colony in the mud. Therefore I say, rot out all the opium dens, the farm and everything else.

The COLONIAL SECRETARY—Public houses? Hon. Dr. Ho Kai—Anything. Opium dens and so on. I for one will not support and certainly the Chinese community will not support them. But to close the opium dens without regard to cost and in obedience to orders, that is something that sticks in the throat of every public spirited member of this Council. I say it is not right that we should not be allowed some time to consider our position and devise means to meet whatever deficiency may arise from closing all these opium dens, or doing away with the opium farm altogether.

Hon. Mr. POLLOCK—I do not propose to detain the Council more than a minute or two but I feel I ought to say a few words in support of the arguments which have been put forward by the mover and seconder of this resolution. I agree with them in thinking that this a matter against which this Colony ought to protest very strongly namely that, without any previous consultation, an order should have been sent out from home to the effect that the opium establishments in this Colony were to be closed down. I agree, Sir, with the hon. member, the mover of this resolution, in deploring the fact that a similar course as to consultation which appears to have been extended to the sister Colonies of Ceylon and the Straits Settlements was not also extended to this Colony. I would also venture to suggest that the authorities at home should have found a way much better than the arbitrary method adopted, of closing the opium establishments *pari passu* with a decrease of the poppy cultivation in China similar to the method adopted in the great dependency of India. I think, Sir, that in closing down the dens at once in this Colony which after all represents in the number of Chinese inhabitants only a thousandth part of the whole Chinese Empire, the Hon. Government is certainly running into an act of righteousness, and I think, Sir, it is very deplorable that they should have taken this extreme and arbitrary measure without pausing to consider what would be the result upon the finances of this Colony. As the hon. seconder of this resolution has pointed out, we are at this time in Hongkong somewhat in low water financially, and as is well known there are public works which require to be carried out. Prominent amongst them is the typhoon refuge as to which there is considerable difficulty in one finding the ways and means. I associate myself therefore with the protest moved by the hon. member (Mr. Stewart).

Hon. Mr. POLLOCK—Gentlemen, the telegram which I received from the Secretary of State for the Colonies on the subject of the closing of opium dens does not refer to the whole of the opium establishments as has been stated but to the opium dens as they are commonly called in England and which I read to the Council at the last meeting stated that steps should be taken to close the opium dens but did not state that the opium dens were to be closed to-day or to-morrow and I may say that in my reply I

dealt very fully with the points which have been raised by the hon. member and my learned friend on my left and other speakers, namely the financial condition of the colony, and the way in which the closing of the dens would affect the revenue which we receive from the Opium Farm. In the Secretary of State's reply, which was marked confidential and I could not therefore read it to you verbatim but of which I gave you the main purport, he agreed to await the arrival of my despatch conditional upon steps being taken to give effect as far as possible to the policy which he had enunciated. In his original telegram also he said that despatch follows. I think, therefore, that although I personally agree with a great deal of what has been said by different speakers to-day that it is somewhat premature to deal in heretofore at the present stage of the matter. I think, I trust that we can rely upon the statesmanlike qualities of the British Cabinet. We know, as the first speaker pointed out, how far they have committed themselves to the policy which he advocates with regard to opium dens in their Licensing Bill. We know that both sides of the House, Unionists as well as Liberals, joined in the general policy in regard to the suppression of opium and as the mover of this resolution read a very striking passage from Mr. Balfour's speech showing how strongly he feels that steps taken to restrict the liquor traffic in England should be taken gradually and with due consideration. I trust therefore that we may hope that both sides of the great parties in England will recognise the necessity of dealing with this question also in a gradual manner and not by hasty and arbitrary legislation. The mover of the resolution asked why the Government did not ask what the precise terms of the statement were. The telegram was in itself, I think, sufficiently explicit. We know practically the words used in the House of Commons and in the long telegram which I sent in reply. I gave every opportunity to the Secretary of State if he wished to add anything to the information which he gave in the first telegram. I suppose that his view was that it would be sufficient to await the receipt of the despatch which he had agreed to await from myself. I have already replied to the only other question of the mover of this resolution which was practically as to whether there was any secret sting in the telegram for which reason I had refrained from quoting it in full. I may assure the Council that there was nothing of the sort, in fact the purport of the telegram was practically as I gave it. The resolution which has been moved in very eloquent terms and which has been seconded and spoken to by hon. members on my right and left in scarcely less eloquent terms is one which practically conveys a censure on the Secretary of State and the Home Government. For that reason I am unable to accept it but I will promise the Council that not only the resolution will be forwarded to His Majesty's Government but that I will forward also a Hansard copy of the debate which has taken place upon that resolution this afternoon. (applause).

Sir HENRY BERKELEY—It seems to me after the explanation given by Your Excellency to this Council that it is unnecessary for this Council to proceed to a division on the resolution so eloquently put by the hon. member opposite. No one can but sympathise with the object of the hon. member, that object being to enunciate and make clear the undoubted right of this Council to be consulted before any measure is taken or adopted which in any way affects the revenue of this colony. With that principle, I am entirely in accord and every member of the Council whether official or unofficial must, if he holds a proper view of his duties and wishes to uphold the dignity of the Council of which he is a member, also agree with it. But it is not necessary to affirm that principle until the principle has been attacked and understood from the point of view of the hon. member opposite. In reply to, and in explanation of, the telegram which you have received that you have not received, as we hitherto understood, orders to take measures which will affect the revenues of this Colony. As I understand, a telegram has been received in which it is intimated to you that steps should be taken and that steps are to be taken and that your Excellency has communicated with the Secretary of State asking him to withhold his decision until the communication has arrived from this side and that you have put before the Secretary of State the reasons against the immediate closing of the opium dens as expressed by the hon. member who represents the Chamber of Commerce. If Your Excellency takes steps to communicate this resolution, with the Hansard report of the debate thereon, to the Secretary of State, it seems to me that all that is desired will be achieved. I yield to none in my insistence upon the independence of this Council and I reiterate that it is not right from any point of view to insist upon rights until these rights have been infringed. I would suggest that the hon. member who represents the Chamber of Commerce should be content with the premises of His Excellency and the debate that has taken place and not press the resolution to a division (applause).

Hon. Mr. POLLOCK—I suggest to the hon. mover of the resolution that the House divide on it.

The COLONIAL SECRETARY—You are out of order.

Hon. Mr. POLLOCK—I am not. I am speaking upon the question of a division. I would suggest that a division be taken.

Hon. Mr. STEWART—I do not propose to withdraw the resolution. I wish it to be put before the Council.

The ATTORNEY GENERAL—On the point of order, I would point out that before the resolution can be withdrawn, the permission of the Council to withdraw should be asked.

Hon. Mr. POLLOCK—No.

Hon. Dr. Ho Kai—He is not asking to withdraw.

Hon. Mr. STEWART—I do not ask for its withdrawal.

The ATTORNEY GENERAL—I beg your pardon. I misunderstood you.

The resolution was then put when there voted—For the resolution: The Hon. Mr. Murray Stewart, Hon. Dr. Ho Kai, Hon. Mr. Pollock, Hon. Mr. Slade, Hon. Mr. Wei Yuk.

Against:—The Harbour Master, the Director of Public Works, the Colonial Secretary, the Registrar General, H.E. Major General Broadwood, the Attorney General, the Colonial Treasurer and Sir Henry Berkeley.

SUPPLEMENTARY ESTIMATE.
The COLONIAL SECRETARY—Sir, I rise to move the first reading of a Bill entitled An Ordinance to amend the Appropriation of a Supplementary sum of one hundred and sixty-six thousand seven hundred and thirty-five dollars and eighty-five cents to defray the charges of the year 1902. In connection with this Bill, Sir, I lay on the table the appropriation account for the year 1902 in which full explanations will be found of the various items of excess. There is only one item which I think calls for any explanation. That is the item \$10,251.65 for land exchanged at Tsim Sha Tsui with the Hongkong and Kowloon Wharf and Godown Company on page 28 of the Draft Account. It will be noted that that is the only item which is not covered by a supplementary vote of this Council, the reason being that when the money became due the Council of the year there was no time to ask the Council to vote a sum. Therefore Your Excellency desiring to pay the account before the accounts for the year were closed issued a cheque in expectation that this Council will legalise the payment in this Supplementary Bill. If any other information is required by hon. members, I shall be happy to give it when the Bill is referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

THE HON. MR. TEMPLE.
The ATTORNEY GENERAL moved the first reading of a Bill entitled An Ordinance for the transfer of the properties of the Man Mo Temple to the Tung Wah Hospital.

The Hon. Dr. Ho Kai seconded, and the motion was agreed to.

LIQUOR LICENCES.
The ATTORNEY GENERAL moved the second reading of the Bill entitled An Ordinance to extend the provisions of The Liquor Ordinance 1885 and to provide for the grant of brewery licences. In doing so he said:—The object and purpose of the Bill is to extend the term of the Bill and I don't think I have much to add. It creates a new form of licence known as a brewery licence. In the principal ordinance there are two forms of licences—wholesale and retail. The wholesale licence requires a fee of \$1000, and the Government having regard to the brewery which was a new institution thought it would be rather hard to saddle it with such a large sum in its early stages, and this Bill was framed. It introduces a new form of licence, a brewery licence, to be granted and makes it free. It also extends the power of the Governor in Council and enables him to revise from time to time the fees payable in respect of liquor licences and also gives general power to create a new form of liquor licence. For instance where a brewery under this Ordinance would be empowered to sell beer, and where it was afterwards found that it was desirable to retail beer for consumption on the premises, power would be vested in the Governor in Council to grant the required licence. Clause 7 of the Bill gives general powers. The whole object is to lay down a certain basis and make the law more comprehensive so that it will be ready to be amended hereafter.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then sat in committee to discuss the Bill.

On the Council resuming, the ATTORNEY GENERAL moved the suspension of the Standing Orders.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill was then read a third time.

THE BYE-LAW ORDINANCE.
The ATTORNEY GENERAL moved the second reading of the bill entitled An Ordinance to amend The By-law Ordinance 1889. His said the alterations were purely clerical.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then sat in committee to discuss the Bill, and on resuming, the Bill was read a third time.

OPIMUM EXPORTATION.
The ATTORNEY GENERAL moved the second reading of the bill entitled An Ordinance to prohibit the exportation of Prepared Opium to China. He said:—It is unnecessary for me to add anything to what Your Excellency said at the last meeting of the Council.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

REGISTRATION OF CHEMISTS.
The ATTORNEY GENERAL moved the second reading of the bill entitled An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons. He said:—It has been found advisable to provide for the registration of chemists and druggists. The object of the Bill is to protect the public by placing the dispensing of medicines in the hands of properly qualified persons. The Bill is based upon the English precedent, with some modifications to meet local requirements. I may say that it has been considered acceptable by the medical faculty who have had an opportunity of considering it.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

PUBLIC HEALTH AND BUILDINGS ORDINANCE.
The ATTORNEY GENERAL moved that the Council go into Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and The Public Health and Buildings Amendment Ordinance, 1903.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

On Section 2.
Hon. Dr. Ho Kai moved to omit the word "sanitised" from the definition of building. He said it would be a great hardship if Chinese had to send up plans signed by an architect, of every sanitarised proposed to be erected.

Hon. DIRECTOR OF PUBLIC WORKS replied that there were powers to waive that.

Hon. Dr. Ho Kai said successive authorities might not waive it.

It was agreed to amend the clause so as to apply only to sunshades over any street.

On Class 8.
The DIRECTOR OF PUBLIC WORKS said the Sanitary Board had recommended an amendment which would permit of the iron flues to the top of brick chimneys.

The clause was allowed to stand over.

Classes 40, and including 43, were passed. Clause 44, which refers to the demolition of the upper floors of every third insanitary house, was not considered.

His Excellency adjourned the Council for a week.

LATEST STEAMER MOVEMENTS.
The N.Y.K. ste. Igo Maru (American Line) left Shanghai for this port on the 28th inst., and is expected here on the 31st inst.

The N.Y.K. Maru (Bombay Line) left Kobe for this port via Moji on the 27th inst., and is expected here on the 4th prox.

The N.Y.K. ste. Nippon Maru (Australian Line) left Thursday Island for this port via Manila on the 28th inst., and is expected here on the 31st prox.

The C.F.R. ste. Lennox arrived Kobe at 7 p.m. on Tuesday, the 26th inst., and left again at 10.30 a.m. Thursday for Nagasaki, where she is due to arrive at 11 p.m. to-day.

"KEY BRAND" PILSENER BEER.

THE MOST POPULAR PILSENER BEER ON THE MARKET.
IT IS CLAIMED BY CONNOISSEURS TO BE "THE PILSENER BEER."
THE FINEST HEALTH PRODUCING BEVERAGE.

PER CASE 4 DOZEN QUARTS	...	\$16.50
" " 1 " QUARTS	...	4.15
" " 6 " PINTS	...	16.50
" " 1 " PINTS	...	2.75

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WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 29th May, 1903.

FASHIONS SET BY PHARAOH.

LUSCIOUS DETAILS FOR LADIES.
Rameses the Second has set the fashion in tea-gowns this year. A design for an artistic frock copied from the war dress of the great Pharaoh, was shown at the Dress Designers' Exhibition, which opened at the New Dudley Gallery.

Miss Elizabeth Williams, hon. secretary of the society, who made the "war dress" tea-gown, explained its advantages to an "Express" representative.

"The Rameses' gown is one of the most comfortable designs possible," Miss Williams said. "It is like a loose tea-gown with a cross-over bodice which resembles one of the fashionable boleros."

"The gown I made was fashioned of brilliant ultramarine, embroidered with a pattern of lotus flowers in dull mauve and purple."

"Another Egyptian 'novelty' in the introduction of long chains, which I have lately copied from old pictures. They are made of plaited leather on which coloured beads are strung."

Some wonderful fashions are to be seen at the Dress Designers' Exhibition. The artistic mother can choose between the smoking-dress of her children's frocks—the elaborate smoking of Nottingham, the more simple and beautiful design of Buckingham, and the fine needle-work of Devonshire.

The latest jewellery in copied from antique designs. Diamonds, rubies, and emeralds have been discarded. In their place chalcodony, opal-matrix, almandine, lapis lazuli, tourmaline, coralline, and red and green agate are to be seen.

This summer our rooms are to be made to resemble our gardens, with art curtains for the flower borders. The curtains at the Dress Designers' Exhibition were embroidered with primrose, larkspur, ewing, Canterbury bells, poppies, daisies, iris, bluebells and cowslips.

Every woman in the hall felt anxious of one of the exhibits—a marvellous opera cloak made of pale lavender cloth, with a heavy gold net collar embroidered with clusters of purple grapes and dull green vine leaves. The cloak is fastened with gold cords held by amethyst and gold buttons.

A marvellous creation introduced a new fashion in evening dresses. The skirt was made of a pink blue satin. The bodice was formed of lotus flowers in shades of green and blue, arranged as if they were growing against a background of burnt orange chiffon.

There are no summer gowns were to be found in abundance. A pretty idea is the new "picture" hint. It consists of a hand-painted picture of a dainty dress framed in gilt. Round the picture are arranged the trimmings which will complete the costume.

JAPANESE COTTON SPINNERS.

A CRITICISM OF THE RESTRICTION OF PRODUCTION.
In a well-written article, inspired by a vein of humour, the Tokyo *Asahi* protests against the ignorance and stupidity of the Japanese cotton spinners. Recently there came into existence amongst the Japanese sugar refiners an agreement putting a restriction on the amount of production, says the Tokyo journal, and this has now been followed by a similar undertaking among the cotton spinners. In this age of strenuous life this comes in the nature of a surprise. Certainly in the event of a congestion of the market brought about by over-supply it may be necessary to restrict production to within certain limits pending a revival of the market. Such, however, is not the case with the Japanese cotton-spinning. To begin with, there has been a considerable falling-off in the export of cotton during the last few years. In 1899 the export of yarn amounted to over 100 million kin and in 1903 to 92 millions. Since then, however, its export has been on the decline with the increase of the domestic demand, and the amount of export has never since exceeded 60 million kin. But this was not due to a diminution of the demand in China. While the sale of Japanese yarn was falling off, that of Indian yarn has been steadily increasing. Up to 1902 the import of Indian yarn to China had never reached 40 million taels in value, but for 1900 being only 20 million taels. Since 1903, however, the amount has increased to 40 and 50 million taels. From these facts it will be clear that the diminution of the export of Japanese yarn to China has been the result, not of the decline in the demand, but that Japan had not a sufficient surplus to satisfy the demand owing to the steadily-increased domestic requirements. In the mean time, Indian yarn has steadily encroached upon the Chinese market.

Such being the case, continues the Tokyo journal, the Japanese spinners ought to strive hard to recover their lost ground, instead of remaining idle by the partial suspension of work. It seems the height of absurdity that the spinners should unite for a reduction of production while their Indian competitors are actively pushing their way in China. The inevitable result of such a conservative policy must be the further narrowing down of the market for Japanese yarn. In other words, the decision of the Japanese spinners may be described as a hypothesis in an inverted sense. Their inconsistency is heightened when it is considered that efforts are seemingly being made at Shanghai to dispose of yarn at an exorbitant price by doubtful means. If cotton-spinning were a Japanese monopoly the spinners might succeed in their selfish aims, but unfortunately there is a formidable rival bidding with boldness for supremacy in the Far Eastern market, and unless the Japanese are prepared for great and continued efforts they may ultimately be driven from the field altogether.

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Such being the case, continues the Tokyo journal, the Japanese spinners ought to strive hard to recover their lost ground, instead of remaining idle by the partial suspension of work. It seems the height of absurdity that the spinners should unite for a reduction of production while their Indian competitors are actively pushing their way in China. The inevitable result of such a conservative policy must be the further narrowing down of the market for Japanese yarn. In other words, the decision of the Japanese spinners may be described as a hypothesis in an inverted sense. Their inconsistency is heightened when it is considered that efforts are seemingly being made at Shanghai to dispose of yarn at an exorbitant price by doubtful means. If cotton-spinning were a Japanese monopoly the spinners might succeed in their selfish aims, but unfortunately there is a formidable rival bidding with boldness for supremacy in the Far Eastern market, and unless the Japanese are prepared for great and continued efforts they may ultimately be driven from the field altogether.

JAPANESE COTTON SPINNERS.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Colon: A.B.C., 5th Ed. Listers.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

OWING to the Ground being opened up in connection with the Relaying of Drains, both COURSES WILL BE CLOSED until further notice.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 29th May, 1908.

THE HANGWEY CO. WATCH-MAKERS & CO.

No. 8, BONHAM STRAND EAST.

THE Interest and Responsibility of each and all of us in the above named business entirely CEASED on the 23rd MAY, 1908, our Shares having been TAKEN UP by CHEUNG HUNG WING TONG, another Partner of the Company.

LEUNG SUN-TAT TONG,

CHEUNG SUN TONG,

CHEUNG LIN TAK TONG.

Hongkong, 29th May, 1908.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godown where they will be examined on the 3rd June, at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MEGREGOR BROS. & GOW.

Hongkong, 28th May, 1908.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 4th June, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamship's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 28th May, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex. s.s. Mooltan, From Persian Gulf ex. s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 4 hours.

Goods not cleared by the 4th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamship's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 28th May, 1908.

NOTICE.

WANTED.

A Situation by a Competent European

BOOK-KEEPER and General Office

ASSISTANT.

No Objection to Out Ports.

Address

Care of "Daily Press" Office.

Hongkong, 21st May, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1908.

HOOSAIN-ALI & CO.,

25, Queen's Road Central,

Under Hongkong Hotel.

Hongkong, 26th May, 1908.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, TO-MORROW (SATURDAY), 30th inst., at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 20th May, 1908.

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins' Building, No. 31, Queen's Road Central, TO-MORROW (SATURDAY), 30th May, 1908, at 2 p.m. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to the 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. A. WATKINS,

General Managers.

Hongkong, 14th May, 1908.

NOTICES OF FIRMS

NOTICE.

OUR Old Pilot and Runner KWOK LIN (郭連) who joined Our Service in 1881, CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (Wing Kee & Co.), valued at \$500.00 (Five hundred dollars), have been TAKEN UP by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & CO., Coal Merchants, Stevedores, &c., Nos. 47, 49, 49, Connaught Road Central, Hongkong, 28th May, 1908.

K WONG WOO, JEWELLER, ETC., of 66,

Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SON.

Hongkong, 9th April, 1908.

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Hongkong, 9th April, 1908.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-DAY (FRIDAY), the 29th May, 1908, at 5 p.m., the Yacht "MARY AND JOAN"

Belonging to the Estate of the late Mr. A. H. KENNEDY, as she now lies off Ah King's Yard, Wanchoi, together with all Sails, Tackle and Appurtenances on board.

Terms—As usual.

For further particulars apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st May, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUSCHARD, LOWTHER & CO., to Sell by Public Auction, On WEDNESDAY, the 10th June, 1908, at H.M.'s NAVAL YARD Extension, commencing at 11 a.m.

A Large Quantity of SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.

Also

THE WHOLE of their

OFFICE FURNITURE,

Comprising: WRITING TABLES,

DRAWING BOARDS, COPYING PRESSES,

CHEST-OF-DRAPERS, TABLES,

CHAIRS, COUNTERS, CLOCKS,

BAROGRAPH, 3 MILNER'S IRON

SAVES, &c.

And

The Steam Launch "WALLINGFORD"

and 2 LIGHTERS.

On View from This Date.

Terms—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th May, 1908.

IMPORTANT AUCTION

OF THE STEAMSHIP

"OHIO"

MESSESS. WHYMARK & THOMPSON have been favoured with instructions to Sell by Public Auction,

At the KONG SALES ROOMS, No. 72, Kwo-jach, Kowloon,

On THURSDAY, June 11th, at 11.45 a.m., "The Handy Passenger and Cargo Steamer—'OHIO'," (formerly "OHIO I")

As she lies moored at Higo together with all her Appurtenances, Anchors, Chains, Gear, &c., &c.

Built of Iron in 1886; Gross Tonnage 1019; Nett Register, 554 Tons; Cubic Cargo Capacity, 1000 Tons; Dead Weight, 900 Tons; Bankers, 200 Tons; Length, 224' 8"; Breadth, 32'; Depth of Hold 14' 6"; Draft fully laden 14' 6"; In Ballast, 9'; No. of Holds, 2; Hatchways, 2; 20' by 10' and 14' by 10'; Passengers, 27; First Class, 18; Second Class, 250; Stowage, Bulkheads 4; Water Ballast, 56 Tons; Wooden Deck; Triple Expansion Engines; amidships; 135' Nominal Horse Power; Cylinders, 14" x 30" and 50"; Stroke, 36"; Single Ended Boiler renewed in 1896; Working Pressure, 150 lbs.; Speed, 10 Knots; Coal Consumption, 15 Tons; Donkey Engine and Boiler and 2 Steam Winches; Ample Saloon Equipment for Passengers, &c., &c.

For any other Particulars, apply to THE AUCTIONEERS, 72, Kwo-jach, Kowloon, Japan.

Koba, May 8th, 1908.

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908.

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95
2,000 do. ... \$35
1,500 do. ... \$25
1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECH. UNIC. ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, and all Other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908.

TO LET

TO LET.

NO. 2, CHANCERY LANE, Six-Roomed House, Electric Lights, Put in thorough repair. With immediate possession.

Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 16th May, 1908.

TO LET.

GOOD OFFICES at 2, PEDDER STREET.

Apply to—

JARLINE, MATHEWSON & Co., Ltd. Hongkong, 28th May, 1908.

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in EIPON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 11th May, 1908.

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

INSURANCES

AAOCHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1917. 114

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st December, 1916: 217,837,119.

I. AUTHORIZED CAPITAL... 23,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 637,500 0
II. FUND FUNDS... 3,386,729 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 27th April, 1917. 1148

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co., Agents.
Hongkong, 13th August 1906. 28

SANG MOW. RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.
50A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

THORNE'S OLD VAT

PER CASE \$15

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
As Suppliers to the House of Commons.

TO GAIN THE BUOYANCY OF HEALTH.

When you find convalescence slow and tedious—when it seems to take you a long time to regain your strength and the buoyant feeling of health—take Hall's Coca Wine and hasten your recovery. This marvellous restorative is the surest, safest aid to health. It nourishes and sustains the weakened body, removes the invigorates the blood, steadies the nerves, tones the ailing nerves. Medical men everywhere commend Hall's Coca Wine in preference to the usual alcoholic stimulants or nauseous acid tonics. 60-25

MITSU BISHI DOCKYARD AND ENGINE WORKS, YOKOSAKI.

CODE WORD: "DOCK."
A.L. A.B.O. and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 984 "
Width of Entrance on Bottom... 984 "
Water on Blocks at Spring Tide 344 "

DOCK NO. 1.
Extreme Length... 623 feet.
Length on Blocks... 613 "
Width of Entrance on Top... 62 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 64 "

DOCK NO. 2.
Extreme Length... 371 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 60 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 32 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING, SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.
The COMPANY has the powerful LAMER "OCEA-MARK" 712 tons 700 H.P. specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme, Charmante, Lait, Charman and Special Skin Tonic and Powder. Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 622

SIR ROBERT HART'S RETIREMENT.

The departure of Sir Robert Hart from Peking practically terminates an official career which is perhaps unique in the history of the relations of the Western world with the Orient. For forty-five years Sir Robert Hart has controlled the great service of the Imperial Chinese Maritime Customs with which his name is inseparably associated. He did not found it, but he guided its development and enlarged its scope to such a degree that he may be almost regarded as its real creator. He was not only an Inspector General of Customs in China, but Sir Robert Hart has required world-wide recognition and distinction. That position made him, as has been truly said, "the permanent trustee of foreign 'interests in China'; but he was much more than that. For many years he was the acknowledged intermediary between Western nations and the Chinese Government. During a period of transition, when Europe was hammering at the gates of China, sometimes with guns, always with insistent requests, it fell to his lot to act as a diplomatic buffer and to lessen the impact of many a shock. He was the constant and confidential adviser of the Chinese authorities, and given permission to negotiate treaties and conventions. He made terms of peace with France after the war of 1885, and his was the preponderating voice when the Chifu Convention and many another international agreement was drafted. The position he occupied was difficult and delicate. Though regarded by foreign nations, particularly by Great Britain, as a confidant of their rights and privileges, it was in the conduct of diplomatic negotiations he owed a duty to his Chinese associates, who are not now disposed to criticize him on that account. It was natural and inevitable that the warm sympathy with the Chinese race, which he conceived very early and has never since withheld, should remain the predominant influence in his mind. That the possible consequences of his attitude were long misunderstood in England is clear from the articles of the post of Minister Plenipotentiary at Peking, which was made to him in 1885. The good sense and sane judgment which here generally distinguished Sir Robert Hart's conduct with public affairs were never seen to better advantage than when he decided to decline the offer. He preferred to retain his post under the Chinese Government, and no Oriental nation was ever more loyally or more scrupulously served. We wish we could think that the abounding value of his work is properly appreciated in the Middle Kingdom; but the painful labours of the European in the East are too often set at naught by those he seeks to benefit. Frequently he builds up for destruction, and that may, after all, be the ultimate outcome in this glittering instance.

Sir Robert Hart's control of Chinese Customs dates from the period when the central provinces were in the throes of the Tai-ping rebellion. It was even the native city of Suanghai was in the hands of the rebels, the new service was born. The selection of the young Consul officer to direct it almost coincided with the opening of several new treaty ports, and the service began to expand at once. Sir Robert Hart brought to his task an unusual combination of qualities. He possessed indomitable industry, inexhaustible patience, shrewd perception, a faculty of selecting good subordinates, a talent for organization, and a love of order and method which was in strong contrast to the casual character of the Chinese administration. He insisted on discipline, and, above all, he exacted the strictest financial probity from his staff. In an atmosphere of stagnation and corruption, the Imperial Maritime Customs grew to be a shining example of official honesty, promptitude, and just treatment. The Chinese marvelled to discover that, while their revenues expanded not a farthing illegitimately to the fingers of any person in authority. The Customs facilitated the growth of foreign trade, and yet was a cautious guardian of Chinese industry. It was an abiding object lesson in a land rotten with mismanagement. It gained the implicit confidence of foreign Powers, and its revenues served as a sound security when the time came for China to borrow. The service was well paid, and attracted to its ranks able men of many nationalities. Its growth was steady and continuous, for between 1864 and 1906 the foreign imports alone increased in value from less than £20,000,000 to £267,000,000. It is the costs of China, and it compiled statistics of foreign trade which were the equal of any in the world. So efficient was the Customs Administration, so ample was the faith reposed in it, that many extraneous executive duties were entrusted to Sir Robert Hart. He was asked to organize a postal service, which he did with admirable success; and a one time it seemed as though half the direction of the Chinese Empire would be thrust upon his willing shoulders. He was always at his post, and rarely left Peking. His high conception of his responsibilities cannot fail to have made a deep impression upon the Chinese officials who were wont to seek his counsel and guidance.

We can scarcely believe that the Chinese Customs Service is destined very long to maintain its reputation. It can be seen in the days when Sir Robert Hart directed it with the powers of an autocrat, and brooked no interference. Its future might have been more hopeful, had not his dominant will become supple and pliant. When, with truly Chinese ingenuity, a scheme was devised which really ended the practically independent control hitherto exercised by the Inspector-General, Sir Robert Hart did not enter the lists in defence of the great institution he had built up with so much toil. With meek acquiescence he sought refuge in certain "verbal assurances" which gave no guarantee, assurances which few people acquainted with the facts were prepared to accept. Precedents were admitted and defended by him which are at variance with the solemn undertaking of China in 1884 that only an Englishman shall be employed as Inspector-General. The letter of the pledge may be observed, but its spirit will be violated if the Inspector-General is allowed to become a mere underling of notorious Chinese officials, as now seems likely to be the case. Unless the British Legation Office is more actively vigilant, if Sir Robert Hart did not feel impelled to consider the large British interest involved, at least the sense of duty he cherishes towards China might have steered him to public protest; for no man knows better than under Chinese control the canker of corruption may very soon eat into the core of the service which is the monument of his life. Long association with the Chinese and a sincere sympathy with their kindling aspirations led him at the moment of retirement to reveal that he had become over-confident in the art of yielding. We do not blame him for his proclivities, but we fear for the

possible consequences which he might have helped to prevent. With the cheapness that at the last Sir Robert Hart became more Chinese than the Chinese we do not feel disposed to link ourselves. Such charges are often gratuitously levelled at Englishmen who, by prolonged contact with Oriental races, learn to discern and prize their finer qualities; and the gibe is generally wrong. It is true that within a week of the relief of the Peking Legation Sir Robert Hart was apologizing for the Manchu dynasty, commending Prince Tuan's appointment as a good one, and asking us to conceive of the Boxers as a kind of honourable prototype of Mr. Haldane's Territorial Army. We cannot agree with these contentions; but we are willing to respect the spirit in which they were advanced. The suggestion that the best Europeans in China develop in themselves after long residence the convolutions of the Chinese atmosphere within them, is a facile but misleading way of explaining a very natural process. Such men come to realize deeply and comprehensively the inner workings of the better side of Chinese life. They reach an understanding which can never be attained by those of their countrymen who content themselves with noting its surface peculiarities—with special attention to things that are objectionable. When Sir Robert Hart urged, not long ago, that in the avowed haste for Western education the ethical precepts of Confucius should not be neglected, and that young Chinese should complete their moral education before turning to Western thought and knowledge, he was not intentionally reactionary. He was only laying stress on the dangerous tendencies we described, on Good Friday, in an article on Western education and Eastern morals. Throughout his career Sir Robert Hart's advocacy of the Chinese, if sometimes lacking in discrimination, has been ardent and devoted. They have not had many champions that we need grudge them this one. He has wrought order out of chaos, he has helped to teach the East that the West can appreciate its ideals, and of his sympathies sometimes have been too exclusively deflected towards the dawning light of regeneration in China. He has yet given us one more proof of the great work a single resolute man will accomplish in the dark and teeming places of the Orient.—The Times.

THE TRIUMPH OF OLD AGE.

CONSOLATION FOR THE GREYHEADS.
Mr. Doland, continuing his researches in the *Century Magazine*, comes to the conclusion that, "provided health and optimism remain, the man of fifty can command success as readily as the man of thirty." He has compiled a goodly list of veterans who did some of their best work after they had passed their three score years and ten.

Between the ages of seventy and eight-thirty, Commodore V. de Bilt increased the mileage of his road from 10 to 10,000 and added about one hundred millions to his fortune. Grote in his seventy-first year began his work on "Aristotle." At seventy-two, Handel, blind for the last six years of his life, composed his oratorio "Triumph of Time and Truth," and died at seventy-four, working until the last. At the same age Meyerbeer produced his greatest opera "L'Africaine," earned John's son published the best of his works, "Lives of the Poets," and Little completed his greatest to all dictionaries. Wordsworth was seventy-three, and lived to the laureateship at seventy-five. Galileo at seventy-three made his last telescopic discovery. At seventy-four, Kant wrote his "Anthropology," and Thiers became President of the French Republic, holding that exalted office for two years. Tintoretto at the same age painted his "Paradise." Verdi when seventy-four produced his master-piece, "Otello." Holmes at seventy-eight wrote "Our Hundred Days in Europe," and at seventy-nine published "Over the Ruins." Longfellow at seventy-five wrote his imposing meditation "Hermes Trismegistus," and the beautiful "Bells of St. Elizabeth." At seventy-five Hallam published his "Literary Essays and Characters." Metastasio was driven from power, Bismarck was forced from the Chancellery by the German Emperor, or Cripps assumed the Premiership of Italy. Hugo at seventy-five wrote "History of a Crime"; at seventy-seven published "Le Pape"; at seventy-eight, "L'Anne"; at seventy-nine, "Les Quatre Vents de l'Esprit"; and at eighty, "L'orgue." Lamartine at seventy-six wrote a novel, "Fior d'Aliza." Washington Irving lived to be seventy-six, and wrote his "Life of Washington" in his last years. Humboldt postponed until his seventy-sixth year the beginning of the crowning task of his life, the preparation of the "Kosmos," which he successfully completed in his ninety-fifth year. Jacob Grimm died at seventy-eight, working to the last; and Lupton, dying at the same age, said with his last breath: "What we know is nothing; what we do not know is immense." Lamarck at seventy-eight completed his greatest zoological work, "The Natural History of Invertebrates," and lived until eighty-five. Whitier at seventy-nine published "Poems of Nature," and "St. Gregory's Guest." William Cullen Bryant at seventy-nine wrote a volume of "Orations and Ad-

dress," and was active until his death from heart-exhaustion when eighty-four years old. Browning wrote with undiminished vigour until his death at seventy-seven.

ORDONARIANS.
Cain began the study of Greek at eighty, Plutarch began his first lessons in Latin, and Socrates learned to play on instruments of music. Arnold, the theologian and sage, translated Josephus in his eightieth year. Gladstone became Premier for the fourth time at eighty-three, and held the office for two years. West painted admirably until eighty years of age, and Goethe, at Weimar, completed "Faust," when as old. Hahnemann married at eighty, and was working at ninety-one. Sinaites won the prize for verse when over eighty years of age, and Baku, at the age of eighty began his "History of the World," and lived to complete twelve volumes, during the age of ninety-one. Buffon, the great French naturalist, until shortly before his death at eighty-one, laboured upon his "Natural History." Palmerston was Prime Minister of England when he died at eighty-one. Bancroft published the concluding volumes of his "History" at eighty-two, and died at ninety-one. Voltaire at eighty-three published a tragedy, "Irene"; and Tennison, whose age was eighty-three, gave the world his "Crossing the Bar." One of the most beautiful of avian songs, Newton at eighty-three worked as hard as he did in middle life, and Herbert Spencer died at the same age almost with pen in hand. Tallyrand, dying at eighty-four, had under successive French rulers been a power all his life. Lander wrote his "Imaginary Conversations" when eighty-five years old, and at eighty-seven published his last volume of "Hercules Idylls." Quinet at eighty-seven showed up before his death, in his ninetieth year, the impaired mental vigour and "Hobbes," the English philosopher, at the same age published his version of the "Olympe," and his "L'Etat" one year later. A few weeks before his death, in his ninetieth year, he wrote to his publisher, "I shall have something in English for you shortly." Von Moltke, when eighty-eight, was still chief of staff of the Prussian army, and John Wesley at that age preached almost every day and still held the helm of Methodism. At eighty-nine, Michelangelo was still painting his great carvasses. Isaac Walton wielded a ready pen at ninety. Pope Leo XIII. showed a sign of old intellect at ninety-three when he died of old age at ninety-three. Bonaparte was as light as at ninety-eight as at forty. Titian at ninety-eight painted his "Battle of Lepanto," ninety-eight of wonders! Chervin, too great and wonderful a labourer in the realm of colour, was so energetic, the world was busy, keen, and active when death called him at the age of 103.

It is now recognised that many of the finest achievements in business, statesmanship, literature, and in all activities have been wrought by men long past sixty.

CENTRAL AFRICA AS A CAREER.

In the *Strand* for April Mr. Winston Churchill speaks highly of the Central African Protectorates as a career for youth. He says:—The African protectorate is now administered by the Colonial Office and affords scope for the abilities of earnest and intelligent youth. A man of twenty-five may easily find himself ruling a large tract of country and a numerous population. The Government is too newly established to have developed the highly centralised and closely knit—perhaps too closely knit—hierarchy and control of the Indian system. It is far too porous to afford a complete Administration. The District Commissioner must judge for himself, and be judged upon his actions. Very often, for tropical diseases make many gaps in the ranks, and men must often return to England to recruit their health—the officer is not a District Commissioner at all, but a junior as long in his stead or in someone's stead, sometimes for a year or more. To him there comes day by day the natives of the district with all their troubles, disputes, and intrigues. The growing appreciation of the impartial justice of the tribunal leads them increasingly to carry all sorts of cases to the District Commissioner's Court. When they are ill they come and ask for medicine. When they are wounded in their quarrels it is to the white man they go to have their injuries dressed. Disease and accident have to be combated without professional skill. Courts of justice and forms of legality must be maintained without lawyers. Taxes have to be collected by personal influence. Peace has to be kept with only a shadow of force. All these great opportunities of high service, and many others, are often and daily placed within the reach of men in their twenties—on the whole with admirable results. It was most pleasant to hear with what comprehension and sympathy the officers of the East Africa Protectorate speak about their work; and how they regard themselves as the guardians of native interests and native rights against those who only care about exploiting the country and its people. No one can travel even for a little while among the Kikuyu tribes without acquiring a liking for this light-hearted, tractable, if brutish, children, or without feeling that they are capable of being instructed and raised from their present degradation.

Don't be Discouraged

Even if you have tried so many times to regain your health and energy that you are almost discouraged, TRY AGAIN. Take

Hall's Coca Wine

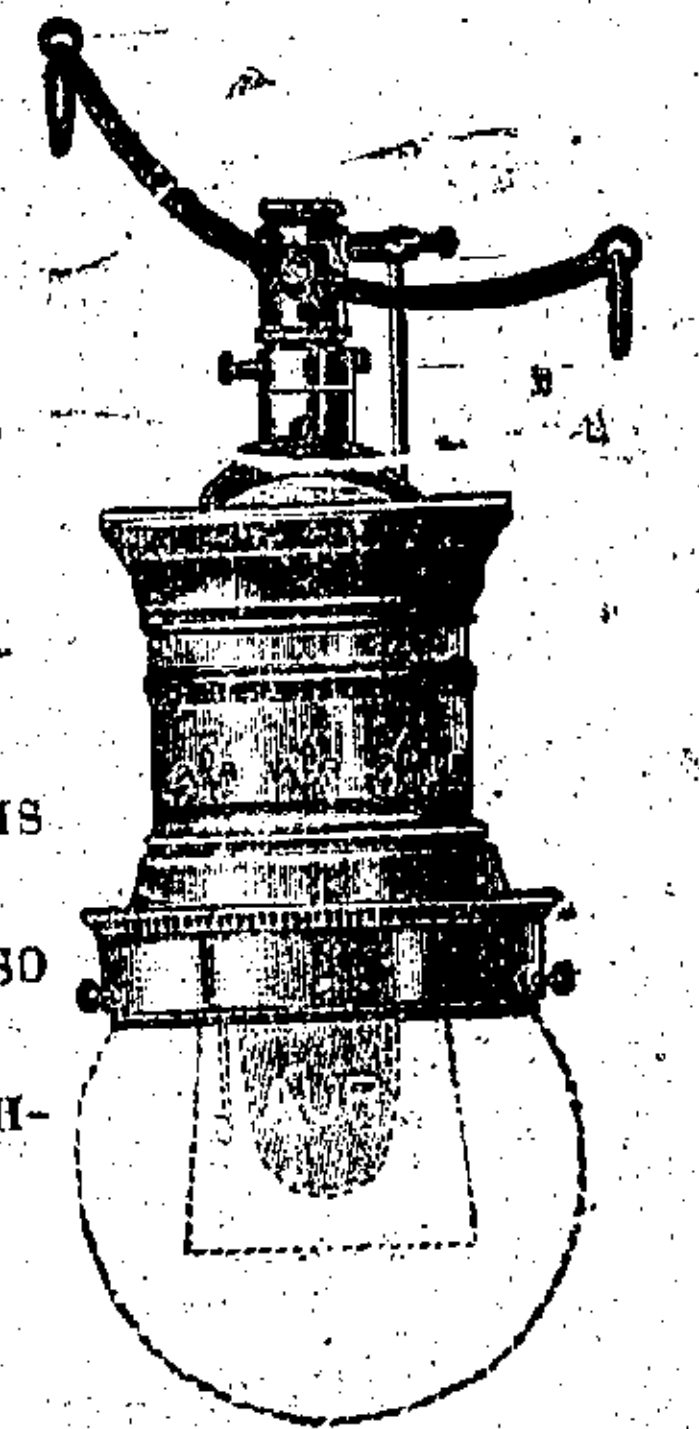
and succeed. Hall's Coca Wine is liquid life. It gives health to the sick, strength to the weak, and energy to the strong. There is nothing so potent as Hall's Coca Wine in the treatment of debilitating disease; nothing so stimulating to the jaded body in its unequal fight against climatic conditions; nothing so valuable to the healthy man to preserve his health. Hall's Coca Wine is a grand English tonic, sold by all chemists and stores, in large and small bottles. Look for the red keystone trademark and accept no substitute.

Hall's Coca Wine is the best tonic for the sick, the weak, and the jaded.

61-25

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS NO LIGHT SO GOOD OR SO CHEAP AS THE BRITISH-MADE



Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.



THE WONDERFUL WELSBACH KERN BURNER No. 3, will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach-made Mantles is lightest, and the fabric is strongest—"There are no Mantles so good as Welsbach."

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incandescent Gas Light Co., Ltd., London

WILKS & JACK, LTD.

14, DES VOUX ROAD CENTRAL, HONGKONG.

BILIOUSNESS

The way to cure biliousness and the ill that come of it is to set your liver in order, and your stomach too. And to do that you should take Mother Seigel's Syrup. This great medicine cures by natural means, and cures thoroughly. It acts directly on the stomach and liver, strengthens them, and makes them active. And thus it cures when other means fail hopelessly.

DIZZINESS

ARE CURED BY

Mother SEIGELS SYRUP

SICK HEADACHE AND

Whatsoever I ate lay on my chest like lead, and there was severe pain between my shoulders, with, sometimes, headache and sickness. But Mother Seigel's Syrup entirely cured me.—Mrs. ANDERSON, 11, Cleveland Street, Birkenhead, August 29th, 1907.

Mother Seigel's Syrup is now prepared in TABLET FORM and sold under the name of Mother Seigel's Syrup Tablets. Price 2/6—also 1/6 only.



NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO., CONNELL BROS. COMPANY, Sole Representatives in Hongkong.

Hongkong, 25th May, 1908.

SHIPPING.

ARRIVALS.

ARCADIA, British str., 3514, A. L. Valentini, 23rd May—Bombay May 13th & Singapore 22nd, Mails & General—P. & O. S. N. Co.
CHENAVON, British str., 2728, Woolfender, 28th May—London and Singapore 21st May, General—McGregor Bros. & Co.
KIUKIANG, British str., 28th May—Canton.
NORD, British str., 1145, F. J. Frynn, 28th May—Saigon 23rd May, Kerosene Oil—Melchers & Co.

OCEANO, British str., 27th May—Canton.
SADO MARU, Japanese str., 3860, Geo. Anderson, 28th May—London 19th April and Singapore 2nd May, General—Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office, 28th May.
Haimun, British str., for Coast Ports.
Helena, German str., for Hainan.
Ningpo, British str., for Amoy.

DEPARTURES.

HANGSANG, British str., for Canton, 28th May.
BANDAI MARU, Japanese str., for Saigon, 28th May.
DORWENT, British str., for Saigon.
EASTERN, British str., for Australian Ports.
FRITCHING, Chinese str., for Shanghai.
HALVARD, Norwegian str., for Singapore.
HOPSANG, British str., for Hongkong.
ITHAKA, German str., for Chinkiang.
LOWTHER CASTLE, British str., for Hainan.
TAIYUAN, British str., for Manila and Sydney.

SHIPPING REPORTS.
The British str. Nord reports: Experienced strong winds and rough sea.
The British str. Chenavon reports: Moderate to fresh S.W. winds to the vicinity of Paracels, then encountered a whole gale (Force 10) from W. S.W. with continuous but small waves of wind and rain, wind shifting to N.W. and then North (Bar 29.10) lowest reading. The sea high and confused, steamer, rolling and plunging heavily; decks being continually flooded. From the Paracels to Cap Rock, strong Northerly wind (Force 6).

VESSELS IN DOCK.

May 29th.
ABERDEEN DOCKS.—
Kowloon Dock—Sorsogon, Victoria, Fume, H.M.S. Otter, Ensigns of China, J. Diederichsen, Cosmopolitan Docks—Sabine-Rickmers.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain Evans, will be despatched for the above Ports TO-DAY, the 29th inst., at 11 A.M.
For Freight or Passage, apply to DOUGLAS, LAFFRAIK & Co., General Managers, Hongkong, 27th May, 1908. 892

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, BAYLON, AND TRAILA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BELLS OF LADING ISSUED BY BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain B. W. Snow, carrying, Hi-Majesty's Vails, will be despatched from this for Bombay & Co. on SATURDAY, the 30th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's "VICTORIA," 7,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for Prince's Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Oceana," due in London on 12th July, 1908. Passes will be received at this Office until 4 P.M. the day before sailing. The charges and value of all packages are required. For further particulars, apply to E. J. ABBOTT, Acting Superintendent, Hongkong, 18th May, 1908.

JAVA-CHINA-JAPAN LINE.
For BATAVIA, CHERIBON, SAMARANG, SOULABAYA and MACASSAR.
Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TUPANAS,"
Capt. Pander, will be despatched for the above ports on or about the 1st June.
For information as to Freight and Passage, apply to the

Head Agent of the
JAVA-CHINA-JAPAN LINE,
York Buildings, 1st Floor,
Hongkong, 28th May, 1908. 898

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
S.S. "GLAZIER" 8th June.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 28th May, 1908. 872

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE,"
Captain G. E. Christensen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.
For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions, Hongkong, 5th May, 1908. 804

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via TRITAL PORTS OF CALL...	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 3rd June.
LONDON & ANTWERP VIA SUEZ CANAL	GLENNAN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th June.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	Schoenfeldt	SHEWAN, TOMES & CO.	About 22nd June.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGVIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINE	On 8th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINE	On 15th June.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINE	On 9th August.
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SITHONIA	Ger. str.	k.w.	Girard	HAMBURG-AMERIKA LINE	On 2nd June.
MARSEILLES, HAVRE COPENHAGEN, &c.	CANTON	Swed. str.	—	N. Ohno	MELCHERS & CO.	Beginning of June.
MARSEILLES, &c., via PORTS OF CALL	KENNET SIMONS	Fr. str.	—	T. Murai	MESSAGERIES MARITIMES	On 9th June, at 1 P.M.
NEW YORK	KANAGAWA MARU	Jap. str.	—	Girtenbrun	NIPPON YUSEN KAISHA	On 10th June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HAKATA MARU	Jap. str.	—	H. Foerster	NIPPON YUSEN KAISHA	On 24th June, at D'light
MARSEILLES, ROTTRDAM & HAMBURG &c.	BRIGAVIA	Ger. str.	k.w.	—	MELCHERS & CO.	On 25th June.
NAPLES, GENOA, GIBELTALE, SOUTHAMPTON, &c.	BURLOW	Ger. str.	—	—	ARNHOLD, KARBBERG & CO.	About end of June.
ODDESA	VOGARD	Russ. str.	—	—	DODWELL & CO. LTD.	On 8th June.
BOSTON & NEW YORK	OCEANO	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GHAEZE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 18th June, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	E. V. Roberts	DORWELL & CO. LTD.	On 6th June.
VICTORIA B.C. & TACOMA VIA JAPAN	LENNOX	Brit. str.	2 m.	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th June, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	SHAWMUT	Am. str.	—	S. Laparik	NIPPON YUSEN KAISHA	On 23rd June, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	IYO MARU	Jap. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 11th June, at 5 P.M.
SALINA CRUZ, MEXICO VIA MOJTI & JAPAN	KAGA MARU	Jap. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MARIE	Ger. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	TRINIAN	Brit. str.	1 m.	J. Minson	MELCHERS & CO.	On 18th June, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	A. Mocker	MELCHERS & CO.	About 24th June.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Y. Fueno	NIPPON YUSEN KAISHA	On 2nd June.
VLADYVOSTOK	TAKASAKI MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 1st June, at 10 A.M.
MOJTI & KOBE	SOHEI MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow, at Daylight
KOBE (DIRECT)	SADO MARU	Jap. str.	—	Zwart	NIPPON YUSEN KAISHA	On 10th June, at Noon.
KOBE AND YOKOHAMA	NIKKO MARU	Jap. str.	—	J. MILETT.	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TIRODAS	Dut. str.	—	T. Stehr	HAMBURG-AMERIKA LINE	On 4th June.
JAPAN	AMIRAL MAGON	Fr. str.	—	E. Mooney	JARDINE, MATHESON & CO. LD.	On 5th June, at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	KOWLOON	Ger. str.	k.w.	M. Nemco	JARDINE, MATHESON & CO. LD.	To-day, at 10 A.M.
TSINGTAU, NAGASAKI & VLADYVOSTOK	CHIPSING	Brit. str.	—	A. E. Valentini	P. & O. S. N. Co.	About 28th inst.
ITIENTSIN	FOOKSANG	Brit. str.	—	A. L. Sandbach	JARDINE, MATHESON & CO. LD.	On 31st inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJTI	SHOSHU MARU	Jap. str.	—	Malchow	HAMBURG-AMERIKA LINE	On 4th June.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	ARCADIA	Brit. str.	—	Rud. Meyer	MELCHERS & CO.	About 3rd June.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	C. C. Talbot, R.N.R.	MELCHERS & CO.	End of May.
SHANGHAI, YOKOHAMA & KOBE	DORTMUND	Ger. str.	k.w.	Broo	HAMBURG-AMERIKA LINE	About 5th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KIRIST	Ger. str.	—	de Brouwers	MELCHERS & CO.	On 8th June.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dut. str.	—	H. S. Smith	JAVA-CHINA-JAPAN LINE	On 8th June, p.m.
SHANGHAI, MOJTI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	ISTRIA	Ger. str.	k.w.	—	DOUGLAS LAFFRAIK & CO.	On 2nd June, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIAN	Fr. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
SHANGHAI	TIJAHAI	Dut. str.	—	—	JARDINE, MATHESON & CO. LD.	On 2nd June, at 9 A.M.
SWATOW VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	—	SHEWAN TOMES & CO.	To-morrow, at Noon.
POOCHOW VIA SWATOW & AMOY	BUJEN MARU	Jap. str.	—	W. Outerbridge	BUTTERFIELD & SWIRE	On 2nd June, at 4 P.M.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO. LD.	On 5th June, at 4 P.M.
HOIHOW & HAIFONG	HUPHE	Brit. str.	1 m.	R. Almond	SHEWAN, TOMES & CO.	About End of June.
MANILA	YUENSANG	Brit. str.	—	F. Semblil	MELCHERS & CO.	On 5th June.
MANILA	ZAFIRO	Brit. str.	1 m.	J. Hands	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MANILA	TIJAHAI	Brit. str.	1 m.	Pandey	JARDINE, MATHESON & CO. LD.	About 1st June.
MANILA	LONGSANG	Brit. str.	—	Pander	JAVA-CHINA-JAPAN LINE	
KUPAT & SANTAKAN	RUI	Brit. str.	—			
BOMBAY VIA SINGAPORE & COLOMBO	BOBNO	Ger. str.	—			
SINGAPORE, PENANG & MALACCA	MOYORI MARU	Jap. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	KUTSANG	Dut. str.	—			
	TIJAHAI	Dut. str.	—			

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, C. OMBONG, and PORT SAID.	KANAGAWA MARU, Capt. N. Ohno, Tons 6160	WEDNESDAY, 10th June, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, and YOKOHAMA.	YAWATA MARU, Capt. T. Murai, Tons 6161	WEDNESDAY, 24th June, at Daylight
SYDNEY and MELBOURNE, via MANILA, CEBU, and BRISBANE.	IYO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 9th June, at 4 P.M.
KOBE and YOKOHAMA.	KAGA MARU, Capt. G. S. Laparik, Tons 6301	TUESDAY, 23rd June, at 4 P.M.
MOJI and KOBE.	YAWATA MARU, Capt. K. Homma, Tons 8317	FRIDAY, 12th June, at Noon
BOMBAY via SINGAPORE, C. OMBONG, and COLOMBO.	NIKKO MARU, Capt. T. Harrison, Tons 6236	FRIDAY, 10th July, at Noon
NAGASAKI, KOBE, and YOKOHAMA.	SADO MARU, Capt. Geo. Anderson, Tons 6236	SATURDAY, 30th May, at Daylight
	TAKASAKI MARU, Capt. A. Mocker, Tons 4746	TUESDAY, 2nd June
	MOYORI MARU, Capt. J. Hands, Tons 3773	FRIDAY, 5th June
	NIKKO MARU, Capt. T. Harrison, Tons 5530	WEDNESDAY, 10th June, at Noon

* Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through. Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. 88

Hongkong, 28th May, 1908

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to

Hongkong, 6th May, 1908.

MELOHERS & CO.

AGENTS.

6

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIAN"	On 8th June, p.m.
MARSEILLES via PORTS	"ERNEST SIMONS"	On 8th June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN"	On 22nd June, p.m.
MARSEILLES via PORTS	"TONKIN"	On 23rd June, 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 127 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building.

2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,636	E. V. Roberts	On 6th June.
* TREMONT	9,636	T. W. Garlick	On 1st July.
* SUVEREIGN	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 18th August.

* Steerage Passengers only.

CHEAP FARES. EXCELLENT ACCOMMODATION. ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 21st May, 1908.

8

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

For LONDON AND ANTWERP
via SUEZ CANAL.

THE Steamship

"GLENEARN,"
Captain W. Haughton, will be despatched as above on MONDAY, the 15th June.
For Freight apply to
McGREGOR BROS. & CO.,
Hongkong, 27th May, 1908. 861

"SHIRE" LINE OF STEAMERS, LD.

For LONDON AND ANTWERP.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	About 23rd May	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 30th May	See Special Advertisement.
LONDON AND ANTWERP	SUMATRA	About 3rd June	Freight and Passage.
ANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. E. W. Bruce		
SHANGHAI, MOJI, KOBE, SARDINIA AND YOKOHAMA	Capt. C. C. Talbot, R.N.	About 5th June	Freight and Passage.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 27th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"KIUKIANG"	On 30th May, 4 P.M.
HONGKONG and HAIPHONG	"HUPEH"	On 2nd June, 9 A.M.
MANILA	"TEAN"	On 2nd June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 29th May, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO,
to HAVRE, BREMEN AND HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 4th June	FOR MARSEILLES, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA ... 2nd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 8th June	FOR HAVRE & HAMBURG: S.S. SEGOVIA ... 8th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 16th June	FOR HAVRE & HAMBURG: S.S. SCANDINAVIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 20th June	FOR MARSEILLES, ANTWERP, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG: S.S. DORTMUND ... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG: S.S. ISTRIA ... 26th July
	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.

S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOK On 2nd June.

For Further Particulars, apply to—

Hongkong, 19th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRAL, ANTWERP & BREMEN	"BUELOW"	Wedday, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wedday 3rd June.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	About End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 29th May, 10 A.M.
YUENSANG	"YUENSANG"	Friday, 29th May, 4 P.M.
MANILA	"KUTSANG"	Saturday, 30th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	Sunday, 31st May, 11 P.M.
SHANGHAI via SWATOW	"CHIPSANG"	Friday, 5th June, Noon.
TIENTSIN	"LOONGSANG"	Friday, 5th June, 4 P.M.

RETURN TOUR TO JAPAN.

Occurring 24 Days.

The steamers "KUTSANG," "YUENSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Canton, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to—

Hongkong, 29th May, 1908.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

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CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chingwang, (Peking Tientsin), Kobe, Yokohama. NAGASAKI to HONGKONG in 23 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe via Vancouver.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to VANCOUVER 13 DAYS.

YOKOHAMA to LONDON and PARIS 26 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIR AL MAGON ... 4th June ... MALTE ... 12th Oct.

AMIRAL EXELMANS 25th July ... CYLAN ... 30th Nov.

QUESSANT ... 27th Aug. ... CORSE ... 11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, Acting Agent,
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS

Across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. "EMPERESS OF CHINA" 6,000 ... THURSDAY, 4th June ... 22nd June

"EMPERESS OF INDIA" 6,000 ... THURSDAY, 18th June ... 4th July

"LENNOX" 6,000 ... THURSDAY, 4th July ... 25th July

"EMPERESS OF JAPAN" 6,000 ... SATURDAY, 11th July ... 4th Aug.

"MONTEAGLE" 6,185 ... SATURDAY, 25th July ... 15th Aug.

"EMPERESS OF CHINA" 6,000 ... SATURDAY, 8th Aug. ... 8th Sept.

"GLENFARG" 3,700 ... SATURDAY, 8th Aug. ... 8th Sept.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

S.S. "EMPERESS OF CHINA," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... 240, " 242.

and 1st Class Railways.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "EMPERESS OF CHINA," "LENNOX" and "GLENFARG" series, Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect

Cuisine, SURGEON and STEWARD/DESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 R. Rodger Manila On 30th May, Noon.

RUBI 2540 R. W. Almond Manila On 8th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND

SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 22nd May, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

SHANGHAI via SWATOW, "SHOSHU MARU" FRIDAY, 29th May, at 10 A.M.

AMOY AND FOOCOW

TAMSU via SWATOW, "JOSEPH MARU" SUNDAY, 31st May, at 9 A.M.

AMOY

KOBE (Direct) "SOSHU MARU" MONDAY, 1st June, at 1 A.M.

FOOCOW via SWATOW, "BUJEN MARU" TUESDAY, 2nd June, at 10 A.M.

AMOY

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th May, 1908.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, OHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUPANAS	SHANGHAI	First half of June	JAVA	First half of June
TJIBODAS	JAVA	First half of June	JAPAN	First half of June
TJIKINI	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	SHANGHAI	First half of June	JAVA	First half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 23rd May, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

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Head Office for the Far East:—

16, DES VOUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AMIRAL DE BROMONT, French str., 154, Chalais, 22nd April—Haiphong 18th April.

Ballast—Wilks & Jacks.

CHITUNG, Chinese str., 1,177, C. Stewart, 25th May—Shanghai 23rd May, General—

Chinese.

CHOSHUN MARU, Japanese str., 1,314, T. Finsen, 27th May—Fuchow 24th May, General—Osaka Shosen Kaisha.

COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui

Bussan Kaisha.

DRUPAR, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.

EMPERESS OF CHINA, British str., 3,048, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C.P.R. Co.

FOOKSANG, British str., 1,937, T. A. Mitchell, 25th May—Calcutta and Singapore 19th May, General—Jardine, Matheson & Co.

GERMANIA, German str., 765, H. Flugel, 18th May—Sourabaya 15th April, Copra—

Siamson & Co.

HAINYUN, British str., 656, J. W. Evans, 27th May—Fuchow 24th May, Amoy 25th, and Swatow 26th, General—Douglas, Lapraik & Co.

HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

HANGSANG, British str., 1,356, S. Wilde, 25th May—Shanghai and Swatow 25th May, General—Jardine, Matheson & Co.

HEIM, Norwegian str., 758, A. Eriksen, 25th May—Bangkok 17th May, Rice—Chinese.

HELENE, German str., 771, J. Jensen, 27th May—Swatow 26th May, General—Jensen & Co.

HENRIKSEN, Norwegian str., 2,960, J. S. Feinertsen, 24th May—Moji 18th May, Coal—Mitsui Bishi Co. (Kobe-Kaisha).

HONGKONG MARU, Japanese str., 2,447, E. Bent, 25th May—San Francisco 25th April and Manila 23rd May, Mails and General—Toyo Kisen Kaisha.

JACOB DIEBOLDSEN, German str., 632, A. Hansen, 25th May—Haiphong and Hoibow 23rd May, Rice—Jensen & Co.

JOSEPH MARU, Japanese str., 702, H. S. Smith, 27th May—Tamsui via Amoy and Swatow 26th May, General—Osaka Shosen Kaisha.

KIANGSANG, Chinese str., 1,222, H. Udde, 26th May—Chinkiang 20th May, General—Chinese.

KIUKIANG, British str., 1,228, H. A. Wavell, 25th May—Shanghai 23rd May, General—Butterfield & Swire.

KNIVSBERG, German str., 648, D. Henk, 23rd May—Macao 23rd May, General—Jensen & Co.

KOHSHIANG, German str., 1,292, C. Rossefely, 24th May—Bangkok May 11th, and Kohal-chang 19th, Rice and Wood—Butterfield & Swire.

KUTSANG, British str., 3,110, Bradley, 22nd May—Moji 18th May, General—Jardine, Matheson & Co.

LOYAL, German str., 1,237, Fr. Natzius, 25th May—Cebu 18th May, Coal—Sander, Weller & Co.

MARIE, German str., 1,160, P. E. Christensen, 26th May—Salina Cruz 20th April, Ballast—China Commercial Steamship Co.

MATHILDE, German str., 831, A. P. Uldrup, 25th May—Haiphong & Hoibow 24th May, Rice and General—Jensen & Co.

MERRITT, Dutch str., 1,597, E. Udde, 26th May—Singapore 19th May, General—Chinese.

MYATLEDEN, British str., 1,620, L. Lighton, 26th May—Moji 20th May, Coal—Dodwell & Co.

NEERTE, Dutch str., 1,438, Wester, 18th May—from Hankow—Arnhold, Karberg & Co.

TO-DAY.	
Sale, the Yacht "Mary and Jean," Messrs Hughes & Hough, 5 p.m.	
TO-MORROW.	
Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Co.'s Office, noon.	
Ordinary Annual Meeting of Watkins's Ltd., 2 p.m.	
Public Inspection, s.s. Toyoo Maru, from 3 to 6 p.m.	
COMMERCIAL.	
EXCHANGE.	
CLOSING QUOTATIONS.	
	May 28th.
ON LONDON. —	
Telegraphic Transfer	197½
Bank Bills, on demand	181½
Bank Bills, at 30 days sight	192½
Bank Bills, at 4 months' sight	191½
Credits, at 4 months' sight	191½
Documentary Bills 4 months' sight	91½
ON PARIS. —	
Bank Bills, on demand	225
Credits, at 4 months' sight	229½
ON GERMANY. —	
on demand	182½
ON NEW YORK. —	
Bank Bills, on demand	43½
Credits, at 60 days sight	44½
ON BOMBAY. —	
Telegraphic Transfer	135
Bank, on demand	135½
ON CALCUTTA. —	
Telegraphic Transfer	135
Bank, on demand	135½
ON SHANGHAI. —	
Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA. —On demand	74
ON MANILA. —On demand—Penas	87
ON SINGAPORE. —On demand	77
ON BATAVIA. —On demand	107½
ON HAIPHONG. —On demand	84 p.c. p.
ON SAIGON. —On demand	8 p.c. p.
ON HANKOW. —On demand	83
SOYEBEANS, 60 lbs. Bayling Rate	\$7.65
GOLD LEAF, 100-fms. per tael	24½
BAR SILVER, per oz.	24½
SUBSIDIARY COINS.	
	per cent.
Chinese .20 cents pieces	\$805 discount
" 10 " " " " " " " " " " " "	8.50
Hongkong 10 " " " " " " " " " " " "	7.40
" 10 " " " " " " " " " " " "	7.95
OPIMUM.	
	May 28th.
Quotations are:—	
Malwa New	\$980 per picul
Malwa Old	\$1760
Malwa Older	\$1030
Malwa V. Old	\$1070
Persian fine quality	\$800
Persian extra fine	\$880
Patna New	\$1180 per ches
Patna Old	"
Bengales New	\$1130
Bengales Old	"
VESSELS EXPECTED.	
THE GERMAN MAIL.	
The I.G.M. str. <i>Manila</i> left Manila on Tuesday, the 26th inst. at noon, and may be expected here to-day a.m.	
The I.G.M. str. <i>Bucire</i> left Kobe on Sunday, the 24th inst. at 10 p.m., and may be expected here on or about Monday, the 1st prox.	
The I.G.M. str. <i>Kleist</i> carrying the German Mails with dates from Berlin of the 5th inst. left Colombo on Saturday, the 23rd inst. p.m., and may be expected here on or about Wednesday, the 3rd prox.	
THE INDIAN MAIL.	
The Indo-China str. <i>Laisang</i> from Calcutta and the Straits left Singapore for this port 25th inst., and is due here to-morrow.	
THE AMERICAN MAIL.	
The P.M. str. <i>Korea</i> will sail from Yokohama on the 27th inst., and will be due to arrive this port on 6th prox.	
THE CANADIAN MAIL.	
The C.P.R. str. <i>Impressa</i> of India 1 Vancouver on Wednesday, the 13th inst. a.m. for Hongkong via the usual ports of call.	
MERCHANT STEAMERS.	
The Swedish str. <i>Canton</i> left Kobe for Shanghai on Saturday morning the 23rd inst., and may be expected here to-morrow.	
The J.-C.-J. Lija str. <i>Titanicus</i> from Amoy may be expected here on or about 1st prox.	
The Danish str. <i>Siam</i> left Singapore Tuesday morning, the 26th inst., and may be expected here on or about the 1st prox. at noon.	
The H.A.L. str. <i>Dortmund</i> left Singapore the 26th inst. at noon, and may be expected here on the 2nd prox. a.m.	
The C.P.R. str. <i>Lennox</i> left Vancouver p.m. on Tuesday, the 31st inst. for Hongkong via usual ports of call.	
The E. & A. str. <i>Albion</i> left Sydney 14th inst. for this port (via Queensland Ports) Manila.	
STEAMERS PASSED THE CANAL.	
May 8th.—Nippon, <i>Baderphon</i> , <i>Patna</i> , <i>Katsuma</i> , <i>Valencia</i> , 9th.— <i>Alaiz</i> , <i>Sardinia</i> , <i>Kistaku</i> , <i>Tourane</i> , 13th.— <i>Benvolio</i> , <i>Montrose</i> , 15th.— <i>Benmore</i> , <i>Polynesian</i> , <i>Bir Maru</i> , p.m. R. <i>Luizpold</i> , <i>Antiochia</i> , <i>Nereus</i> , <i>Frankby</i> , <i>Ashtynar</i> , <i>Belgrava</i> , <i>Glenstr</i> , <i>Feshaw</i> , <i>Schickly</i> , 16th.— <i>Albenga</i> , <i>Antea Armand</i> and <i>Behic</i> , <i>Idomenus</i> , <i>Prometheus</i> , <i>Sene Socotra</i> , <i>Indraputra</i> , <i>Istria</i> , <i>Tenaka</i> , <i>Patna</i> , <i>Indraputra</i> , 27th.— <i>Benedi</i> , <i>Samba</i> , <i>Patnam</i> , <i>Patna</i> .	

COMPANY.			PAID UP.	QUOTATIONS.
Alhambra			Ps. 200.	Nominal.
Banks.				
Hongkong & Shanghai			\$125	\$760, buyers
National B. of China			46	\$51, buyers
Ball's Asbestos E. A.			12s. 6d.	\$71, sellers
China-Borneo Co.			\$13	\$11, sellers
China Light & P. Co.			\$10 1/2	\$42, buyers
China Provision			\$1	\$9, buyers
Cotton Mills—				
Ewo			Tls. 50	Tls. 68.
Hongkong			\$10	\$111.
International			Tls. 75	Tls. 50.
Lau Kung Mow			Tls. 100	Tls. 77 1/2.
Soychek			Tls. 500	Tls. 260.
Dairy Farm				
Docks and Wharves—			46	\$101.
H. & K. Wharf & G.			\$50	\$52.
H. & W. Dock			\$30	\$103.
New Amoy Dock			\$63	\$94, buyers
Shanghai Dock			Tls. 100	Tls. 85.
Shui & H. Wharf			Tls. 100	Tls. 226.
Fenwick & Co. Geo.			\$25	\$13, sellers
Green Island Cement			\$10	\$101, sellers
Hongkong & C. Gas			216	\$175.
Hongkong Electric			\$10	\$14, buyers
Hongkong Hotel Co.			\$50	\$95, sales
Hongkong Ice Co.			\$25	\$225, sales
H.K. Milling Co. Ltd.			\$100	Nominal.
in Liquidation			\$10	\$30, sales
Hongkong Rope Co.			\$10	\$101, buyers
Insurances—				
Canton			\$50	\$235, sellers
China Fire			\$20	\$68, sales
China Traders			\$25	\$30, buyers
Hongkong Fire			\$50	\$215, buyers
North China			25	Tls. 78, buyers
Union			\$100	\$707 1/2, sellers
Yangtze			\$90	\$145.
Land and Building—				
Hongkong Land Inv.			\$100	\$99.
Humphrey's Estate			\$10	\$10, buyers
Kowloon Land & B.			\$30	\$28.
Shanghai Land			Tls. 50	Tls. 117.
West Point Building			\$50	\$40, sellers
Mining—				
Charbonnages			Fcs. 250	\$550, buyers
Raubins			18/10	\$8, seller
Peak Tramways			\$10	\$14, sellers
Philippine Co.			\$1	\$2.
Refineries—			\$10	\$8.
China Sugar			\$100	\$125, sales
Luzon Sugar			\$100	\$22.
Steamship Companies				
China and Manila			\$25	\$10, sellers
Douglas Steamship			\$50	\$40.
H. Canton & M.			\$15	\$27 1/2, sales
Ipoh-Chint S.N. Co.			25	\$58.
Shell Transport Co.			41	\$24.
Star Ferry			\$10	\$27, sellers
Do, New			\$5	\$10, sellers
South China M. Post.			\$25	\$23, buyers
Stearns Laundry Co.			\$5	\$0, sellers
Stores & Dispensaries				
Campbell, M. & Co.			\$10	\$15, sellers
Fowell & Co., Wm.			\$10	\$3, buyers
Watkins			\$10	\$3, buyers
Watson & Co., A. S.			\$10	\$101.
Weissmann, Ltd.			\$100	\$105.
United Asbestos				
Do. Founders			\$4	\$13, buyers
Do. Waterboat Co.			\$10	\$150, buyers
Do. Waterboat Co.			\$10	\$114, sellers

VERNON & SMYTHE

HONGKONG TIDE TABLE.

From May 29th. to 31st June, 1908.

HIGH WATER.				LOW WATER.			
Date.	Day of Month.	Hongkong Mean Time.	Height.	Date.	Day of Month.	Hongkong Mean Time.	Height.
Fri.	30	h. 32	0.5	Mon.	2	h. 5	1.2
Sat.	31	h. 20	0.4	Tue.	3	h. 20	0.3
Sun.	1	h. 10	0.4	Wed.	4	h. 10	0.4
Mon.	2	h. 10	0.4	Thurs.	5	h. 10	0.4
Tue.	3	h. 10	0.4	Fri.	6	h. 10	0.4
Wed.	4	h. 10	0.4	Sat.	7	h. 10	0.4
Thurs.	5	h. 10	0.4	Sun.	8	h. 10	0.4

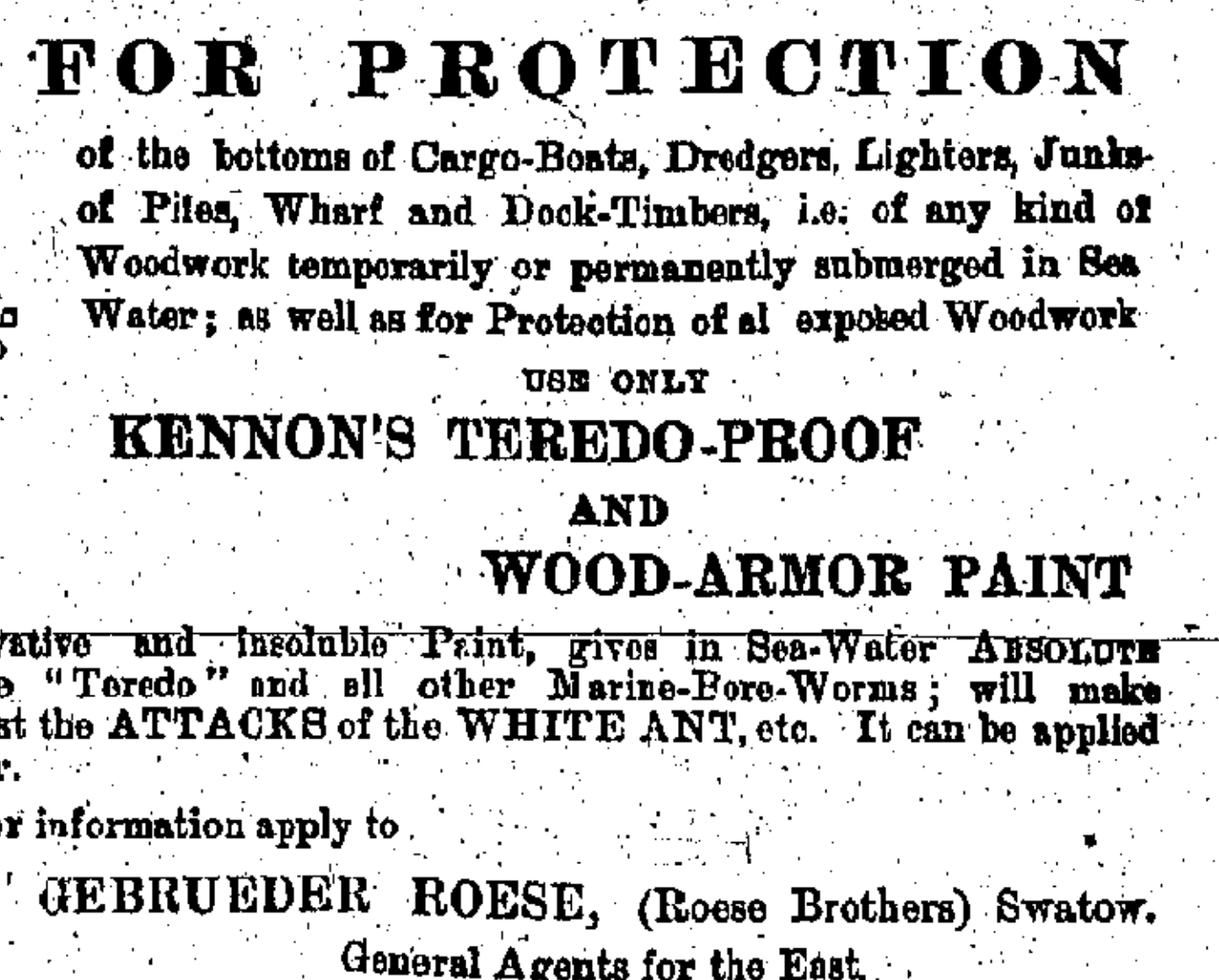
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 28th

	Previous Day 27th May.	On Date 28th May.	On Day 29th May.
Barometer	29.50	29.65	29.65
Temperature	51	54	60
Humidity	77	75	65
Wind Direction	13	W	W
" Force	3	1	2
Weather	c	c	c
Rain	—	0.07	—

Highest open air temperature on 27th.....
 Lowest open air temperature on 27th.....

JOHNSTONE



NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo on a hereby inform
that all Goods are being landed at the
risk into the hazardous and/or at
hazardous Godowns of the Hongkong
Kowloon Wharf and Godown Com-
Ltd. whosoever and/or from the wharves deli-
may be obtained.

No Claims will be admitted after the G-
have left the Godowns, and all Goods remain-
undelivered after the 30th inst., will be sub-
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
proximo, or they will not be recognized.

All broken, chipped, and damaged Goods
to be left in the Godowns, where they will
examined on the 30th inst., at 11 A.M.

No Fire Insurances has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 23rd May, 1888.

S.S. "TONKIN,"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Mr. P. R. Adams	Capt. H. Innes
Mr. C. H. Atkinson	Mr. E. M. Joseph
Mr. D. L. Allen	Mr. & Mrs. E. S. Joseph
Mr. H. G. Battiscombe	Mr. P. Kromer
Mr. R. Benson	Mr. W. Leighton
Mr. T. L. E. Berry	Mr. A. C. Little
Mr. S. Bisney	Mr. B. Mandell
Mr. W. B. Blythe	Mr. G. C. McIntosh
Dr. O. L. K. Black	Mr. J. Moriack
Mr. A. B. Blunn	Mr. J. H. N. Mody
Mr. E. B. Bornaad	Mr. P. Nesbitt
Mr. T. Brayfield	Mr. W. Newbold
Mrs. N. Brower	Mr. E. Nieldhard
Mr. W. R. Burns	Mr. E. J. Pecker
Mr. J. H. Sulmar	Mr. A. W. J. Peaks
Mr. J. C. Burgess	Dr. W. W. Pears
Mr. S. C. de Buesierre	Mr. T. L. Perkins
Mr. E. W. Carpenter	Mr. A. W. Poligase
Mr. A. Carter	Mr. E. H. Ray
Mrs. H. W. Chandler	Mr. E. L. Reinson
Mr. H. D. Colvin	Mr. L. Rees
Mr. A. H. Crook	Mr. E. G. Ruffner
Mrs. A. R. Dickinson	Mr. A. Schoenlicht
Mrs. Edwards	Mr. C. E. Shields
Mr. T. H. Harth	Mr. J. Spittles
Mr. W. Elias	Mr. W. T. Stebbing
Mr. S. Fischer	Mr. A. Sternberg
Mr. & J. Flanagan	Rev. A. J. Stevens
Mr. G. B. Franklin	Mr. H. P. Thomas
Mr. B. L. Frost	Mr. G. W. Tullidge
Mr. Denman Fuller	Mr. C. S. Turner
Mr. C. C. Gardner	Mr. B. Underwood
Dr. D. Grey	Mr. W. C. Wallach
Mr. & Mrs. Heines	Mr. W. Egerton Wall- burton
Capt. T. A. Hall	Mr. & Mrs. A. Whedon
Mr. J. Harding	Mr. J. D. Woods
Mr. J. L. Harrison	Mrs. A. E. Youdan
Mr. A. Harrison	
Mr. and Mrs. W. F.	

"Ville de Bordeaux" in connection
 above Steamer are hereby informed
 their Goods with the exception of
 Treasure and Valuables are being
 and stored at their risks into the haza
 and or extra hazardous Godown of the
 keeg Kowlee, Wharf and Godown C. 1
 Kowloon whence delivery may be obt
 immediately after landing.

Optional Cargo will be forwarded on a
 intimation is received from the Cons
 before Noon To-day, requesting it to be
 ere.

Bills of Lading will be countersigned by
 Undesigned, Goods remaining unclaimed
 MONDAY, the 1st June, at NOON, will
 subject to rent and landing charges.

All claims must be sent in to me on or be
 the 1st June, or they will not be recognize
 All damaged packages will be examine
 MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been affected.

P. NALIN
 Acting Agent

Hongkong, 25th May, 1903.

BOSTON-STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"
 FROM TACOMA, VICTORIA, Y
 HAMA KOBE, MOJI, SHANGH
 AND MANILA.

ONE above Steamer having arrived,

with	Mc. G. H. Cora	Mr. & Mrs. W. Peel and
plum,	Mr. & Mrs. A. B. Craggs	family
ous	Mr. A. R. Dicks	Mr. E. Pond
long-	Mr. P. Dow	Dr. Riemer
at	Mr. & Mrs. K. Duball	Mr. W. Schulz
ained	Mr. Eason	Mr. and Mrs. S. Silver-
	Mr. and Mrs. G. J.	stone
	Harnan & children-	Mr. M. L. Silverstone
	Mr. F. B. K. Hunt	Mr. A. H. Silverstone
	Mr.-C. G. King	Mr. D. V. Stevenson
unless	Mrs. F. B. Land	Mr. & Mrs. H. W. Tibbey
gned	Mr. E. I. Llewellyn	Mr. J. D. Van Vleet
	Mr. T. H. B. Long	Mr. H. M. Wheeler
	Mrs. D. M. Nicholson	Mr. Zach
the	Mrs. C. C. Passmore	

KINGSCLARE PRIVATE HOTEL.	
Mrs. C. G. Barker	Mr. Sautage Hotel.
Miss Barker	Mr. A. L. A. Hising
Miss A. Barker	Mr. R. H. Hunt
Mr. W. Barker	Mr. P. H. G. Joachims
Capt. H. Beasley, n.a.	Mr. H. W. Kenny
Mrs. H. Beasley	Mr. E. A. Koster
Mr. & Mrs. A. B. Bolden	Mr. L. V. Langlois
& maid	Mr. & Mrs. L. Marcot
Dr. & Mrs. Hollies	Mr. T. de Maester
Mr. F. Irvington	Dr. & Mrs. W. Moore
Mr. and Mrs. Norman	Mr. S. R. Morrison
Blanch	Mr. William North
Mrs. & Mrs. W. L. Carter	Mr. P. Potts
Mr. S. J. Chinchon	Mr. G. Schae
Mrs. & Mrs. Cocker	Mrs. B. Schwandes
Mr. T. Cochrane	Mr. J. Gray Scott
Mr. J. Coulter	Mr. T. Suggs
Mr. C. C. Cushman	Mr. & Mrs. F. Smyth
Mr. W. S. Cushing	Mrs. Smyth's two sons
Mr. K. Freund	Mr. W. Stormer
Mr. E. Guster	Mr. R. B. Williams

signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' expense.

No Fire Insurance will be effected in any case whatever.

DODWELL & CO., LIMITED
Agents,
Hongkong, 26th May, 1918.

"CARRER" LINE OF STEAMERS

Barometer 9 A.M.	29.62	Therm. (Wetbulb)	9 A.M.	72
Barometer 1 P.M.	29.60	Therm. (Wetbulb)	1 P.M.	72
Barometer 4 P.M.	29.55	Therm. (Wetbulb)	4 P.M.	72
Thermom. 9 A.M.	80	Therm. Maximum	80	
Thermom. 1 P.M.	82	Therm. Minimum	over	
Thermom. 4 P.M.	84	Therm. Night	77	

THE Steamship
"SURUGA,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby inf

WAREHOUSEMEN, 135, Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers, General Store-
keepers and Shipchandlers. 35 & 37, HIND
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. 660

Kowlson Wharf and Golown Company
a cowloon, whence and/or from the wharf
delivery may be obtained.

No Claims will be admitted after the 2nd
have left the Golowna, and all Goods remain
undelivered after the 2nd June, will be sent
to rent.

All Claims against the Steamer must
presented to the Underwriter on or before
3rd June, or they will not be recognised.

All broken, chafed, and damaged Goods
to be left in the Golowna, where they will
be examined on the 2nd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., Ltd.
Agents.

A SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 477

SIEN TING.
SURGEON DENTIST,
No. 10, DYAGILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st Sept-ber, 1905. 575

ON SALE.

THE FIFTY YEARS.

FOR EUROPE, & AMERICA
INDIA, AUSTRALIA, &c.,
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PRIVATE RESIDENTS at THE OUTPOSTS
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Central, Victoria, Hongkong, London &c.

日 歷 英 中 年 十 五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER
 1913, BEING FROM THE 1ST YEAR OF THE
 78TH CYCLE TO THE 60TH YEAR OF THE
 78TH CYCLE THAT IS THE 3RD YEAR OF
 TUNG CHI TO THE 39TH YEAR OF
 KWONG SUI.

PRICE \$2-CASH

On Sale at the "HONGKONG DAILY PRESS
 OFFICE, or Agents in all the Ports of the
 Far East."

The Book will be sent by Registered Post
 (free) to any part of the World unrepresented
 by Agents on receipt of Money Order.

**A. HALL for the Concarned at 10A, Des Voeux Ho
 Mos, 131, Fleet-Street, E.C.**

PASSENGERS.

ARRIVED.

Per Arcadia, for Hongkong, from Bomb
Messrs. E. Chandanbhoy, P. Badjee, P.
Taurgi and A. D. Kange; from Singapore,
Messrs. J. P. Koo, G. Hayes, A. Kinnell,
J. J. Constable, M. do Costa, E. B. Gomes,
V. V. Louie, J. Augusto, J. Cordoso, C. Macabe,
W. M. Kerr and S. W. Woeffer, for Shanghai
from London, Miss Grimes, and Mr. Reep
from Marseilles, Mr. Palm Adolff; from Bomb
Messrs. F. W. Bickel and Malik Jamed
from Singapore, Judge Vincent, & Mr C. Ke
for Kobe, from Bombay, Messrs. R. Jafferli
and G. Sheermohamed; for Yokohama, from
London, Messrs. McDougall and P. D. Wynn
from Port Said, Mr. H. H. Pease; from Penan
Mr. W. A. Mills.

Per Sado Maru, from London, &c., for Hong
kong, Mrs. G. Hare, Messrs. P. Hamilton,
Combs, V. D. G. Jones and B. Harvey; J.
Kobe, Mrs. M. Shirley, Messrs. S. Deb, J. S.
and S. C. Ghosh; for Yokohama, Mr. and
M. Y. Nijime, Capt. T. Goto, Master G. Andersen
Messrs. Y. Yokota and O. Nassauer.

DEPARTED.

Per Eastern, for Australian Ports, Mr. &
Mrs. Tinkler, Mr. and Mrs. B. White, Miss and
Misses Forbes, Mrs. Gibb, Mrs. Glanders a
child, Misses Cook, Johnson and French,
Dr. C. M. Davidson, Messrs. G. H. Bond,
M. Bromley, T. P. Brown, A. G. Alboin,
T. H. W. Dobbart, L. Esso, J. Beteracchio,
Leggatt, J. Maris, F. R. Vids and F. A.
Xavier.

